

# PORT AND HARBOR ADVISORY COMMISSION

## Regular Meeting

Wednesday,  
October 26, 2016



Regular Meeting 5:00 P.M.  
City Hall Council Chambers  
491 E. Pioneer Ave.  
Homer, AK 99603





**NOTICE OF MEETING  
REGULAR MEETING AGENDA**

**1. CALL TO ORDER**

**2. APPROVAL OF THE AGENDA**

**3. PUBLIC COMMENT REGARDING ITEMS ON THE AGENDA**

**4. RECONSIDERATION**

**5. APPROVAL OF MINUTES**

- A. August 24, 2016 Regular Meeting Minutes **Page 5**

**6. VISITORS/PRESENTATIONS**

**7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS/ BOROUGH REPORTS**

- A. Port and Harbor Director's Report for September and October 2016 **Page 13**

**8. PUBLIC HEARING**

**9. PENDING BUSINESS**

- A. Memo to Port & Harbor Advisory Commission from City Lease Staff Re: Policies for Overslope Leasing & Development dated August 8, 2016 **Page 17**  
i. Overview Map of Homer Spit Parcels  
ii. HCC 21.46 Small Boat Harbor Overlay District
- B. Homer Marine Repair Facility  
i. Haul Out Trailer Info (*if provided by commissioners*)

**10. NEW BUSINESS**

- A. Port & Harbor Crane Use Policy Draft Review **Page 25**  
i. Crane Use Policy – Staff Guidelines  
ii. Packet A: Individual User Agreements/Policies  
iii. Packet B: Commercial User Agreements/Policies
- B. Memorandum from City Clerk Re: Approval of the 2017 Meeting Schedule **Page 51**

**11. INFORMATIONAL ITEMS**

- A. Port & Harbor Monthly Statistical Report for August 2016 **Page 57**  
B. Port & Harbor Monthly Statistical Report for September 2016 **Page 59**  
C. Water/Sewer Bills Report for August 2016 **Page 61**  
D. Water/Sewer Bills Report for September 2016 **Page 63**  
E. Crane and Ice Report **Page 65**  
F. Deep Water Dock Report **Page 67**  
G. Pioneer Dock Report **Page 71**  
H. Dock Water Report **Page 73**  
I. Northern Economics Study: Economic Benefits of Ports & Harbors in Alaska – August 2016 **Page 75**  
J. Commissioner Attendance at City Council Meeting **Page 105**

**12. COMMENTS OF THE AUDIENCE**

**13. COMMENTS OF THE CITY STAFF**

**14. COMMENTS OF THE COUNCILMEMBER (*If one is assigned*)**

**15. COMMENTS OF THE CHAIR**

**16. COMMENTS OF THE COMMISSION**

**17. ADJOURNMENT/NEXT REGULAR MEETING IS SCHEDULED FOR WEDNESDAY, DECEMBER 7, 2016 at 5:00 p.m.** in the City Hall Conference Room located at 491 E. Pioneer Ave, Homer, Alaska

Session 16-08, a Regular Meeting of the Port and Harbor Advisory Commission was called to order by Chair Ulmer at 6:00 p.m. on August 24, 2016 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONER CARROLL, DONICH, HARTLEY, STOCKBURGER, ULMER, ZEISET,  
ZIMMERMAN

STAFF: HARBORMASTER HAWKINS  
DEPUTY CITY CLERK JACOBSEN

### **APPROVAL OF THE AGENDA**

The agenda was approved by consensus of the Commission.

### **PUBLIC COMMENT REGARDING ITEMS ON THE AGENDA**

Dave Mastolier, city resident, acknowledged that offloading fish should always take precedence at the crane dock. He stressed his concern that when there is an open crane that other boats can go in and use the crane for provisions and vessel gear without having to contact the Harbormasters office. In the past he has been told to stand down and wait until after 5:00 p.m. even when there are open cranes. In the information he provided is the existing tariff and he noted the discrepancy that a crane is open, but there is a fine for failing to get prior approval for a use other than offloading fish. He thinks it needs to be updated and that's what he is asking for. Mr. Mastolier said there was a big write up in the ADN about Seward and how it is taking the lead in research and working in the arctic and bypassed Homer on that; he's tired of seeing Homer be the follower. He would like to see us be a leader and diversify. This is a commission of entrepreneurs that are go getters, know how to take risks, and move ahead. This isn't a big risk, just opening a crane so that others can do business and be a diversified harbor. We know from the state and the oil industry what happens when you rely on one business. You can get in trouble.

Harbormaster Hawkins noted the tariff re-write is going to be coming before the Commission for review at the next meeting. He noted this discrepancy will be resolved in the update.

### **RECONSIDERATION**

### **APPROVAL OF MINUTES**

A. July 27, 2016 Regular Meeting Minutes

STOCKBURGER/HARTLEY MOVED TO APPROVE THE MINUTES AS WRITTEN.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

## **VISITORS/PRESENTATIONS**

### **A. Public Safety Building Update**

Public Safety Building Review Committee Chair Ken Castner gave a brief overview of the history of locations of the police station. He reviewed planning and budgeting efforts that have taken place from the beginning with a \$30 million combined police and fire station to the current phase one police station project that incorporates the existing HERC building at a cost not to exceed \$12 million and a \$1 million fire department upgrade. Mr. Castner explained that policing has changed since the current building was remodeled in the 70's and there are different demands on the police force. It has become the number one social agency we have and has become more people oriented, but there isn't enough room for the staff, let alone the interviews and other things that take place in the building. The need is incredible and his challenge has been to find a solution that would get the police what they need to fulfill their obligations for the best price. He thinks they can bring the project in for under \$10 million but won't know until after the bond passes and they get new drawings. He referenced the story boards and described an overview of the building layout, noting the small building used by Public Works stays until sometime in the future when the fire station is addressed, and where on the property the skate board park will be moved to.

Mr. Castner pointed out how things are changing and there isn't easy money coming from the state or anywhere else. This kind of goes in with SPARC and the Boat House as being part and parcel to what we want our town to look like for the next 40 years. This is the most efficient way to do this project in using an existing building and he hopes we can all get behind it because the need is high. When people ask what will happen if this proposition fails, he says there will probably be a special election in the fall because we just can't go on this way and bring in ATCO trailers to expand the police station. He explained that the bond issue will be addressed by a six month seasonal sales tax increase to 5.15%.

In response to questions Mr. Caster explained the sales tax increase will end when the bond is paid off but doesn't know the term of the bond yet. He also explained that the fire department improvements are primarily deferred maintenance issues and are being funded by the general fund.

### **B. Boat House Pavilion Update**

Miranda Weiss provided an update on the fundraising effort. \$158,000 has been raised and over \$40,000 in donations is still pending. Their goal is \$210,000 and they hope to break ground for the pavilion in the fall and have it ready to use in the spring. She recapped the design since their initial ideas presented in January including the public meeting at Lands' End where they collected about 114 index cards with comments, meetings with the City Manager, Public Works Director, and Harbormaster, and presenting to the Commission.

Jason Swift from ECI reviewed the design drawings in the packet, gave an overview of the layout and accent features, emphasized the efforts to keep it low cost and low maintenance, and discussed the wind model.

Ms. Weiss added that they have an MOU they established with the City and the Homer Foundation and part of the arrangement with the City is a second agreement that will allow them to move forward. A recommendation of support is needed from the Commission.

In response to questions Ms. Wiess explained the city will own and maintain the pavilion. What they found when doing the playground project is that a group adopted the park and the community helps maintain it and she anticipate that will happen with this. As far as cost to the city there will be minimal lighting in the structure for security purposes and also a water fountain so there will be the cost of the electric and water that will be paid for by the enterprise. South Peninsula Hospital is paying for the water fixture up to \$1,000.

### **STAFF & COUNCIL REPORT/COMMITTEE REPORTS/ BOROUGH REPORTS**

#### **A. Port and Harbor Director's Report for August 2016**

There was brief discussion about the old anchor chain from the buoys being used to delineate the lanes at the launch ramp, and the ramp 2 restroom.

### **PUBLIC HEARING**

### **PENDING BUSINESS**

- A. Homer Marine Repair Facility
  - i. Memo from Port Director Re: Worksession for the Marine Repair Facility and Proposed Trailer
  - ii. Memo to Vessel Haul Out Task Force from Port and Harbor Staff Re: Large Vessel Haul-Out Questionnaire Results

Commissioner Carroll said he made some calls and talked to the company Hostar about trailers, the angle of slope to haul large boats, and other things. He found they don't make a trailer as big as what the commission has been talking about but the person he spoke to was challenged by the idea and will get back in touch after giving it some thought. He added he will continue researching what vessels have gone somewhere else for maintenance over the last three years. It will help show the money that's leaving our community.

Commissioner Stockburger brought photos of trailers and discussed some of the features of the different trailers with the group. He also shared an estimate he received last year for a hydraulic trailer for yard use.

Commissioners Carroll and Stockburger agreed to work with Harbormaster Hawkins to go over the steel grid use agreement and vessels that use that facility and bring information back for their September meeting.

They touched on the notion of bringing in others like the marine trades, vessel owners and others benefitted, and looking at a co-op approach.

The Commission agreed to have the Homer Marine Facility on the September agenda and consider a worksession in October.

**NEW BUSINESS**

A. Memo to Port and Harbor Advisory Commission Re: Boat House Pavilion Recommendation

Commissioner Carroll commented that he's disappointed in the building; it's more a statement of art than a shelter. He agrees it's attractive, but he thought it would be a building to get out of the weather when it rains and blows. He supports the project but not the design.

Commissioner Donich agreed, he liked the timber frame idea they initially talked about and is a little disappointed that it changed completely from that, but thinks it's one of those things where you go with a majority.

Commissioner Zimmerman said when the first proposal was presented they were told it wouldn't cost the harbor anything. It's not going to cost a lot, but we'll be spending money on it. It's turned into a fairly large thing.

There was brief discussion about cost of electric.

Chair Ulmer read the recommendation from the memo for a commissioner to move that the Commission agrees the Boat House Pavilion Committee has made solid progress and recommends to the City Council that the project move toward construction once the remaining funds have been raised.

STOCKBURGER/HARTLEY SO MOVED

There was no further discussion.

VOTE: YES: DONICH, ZIMMERMAN, ULMER, ZEISET, HARTLEY, STOCKBURGER  
NO: CARROLL

Motion carried.

B. Memo to Port & Harbor Advisory Commission from Port Director Re: Vessel Management on the Fish Dock dated August 17, 2016

There was brief discussion that they are working on clarifying the language Mr. Mastolier brought up in the tariff with the re-write that the Commission will review next month.

C. Memo to Port & Harbor Advisory Commission from City Lease Staff Re: Policies for Overslope Leasing & Development dated August 8, 2016

- I. Overview Map of Homer Spit Parcels
- II. HCC 21.46 Small Boat Harbor Overlay District

Harbormaster Hawkins reviewed the staff report.

In response to questions Mr. Hawkins explained the applicants plan is to build a restaurant on the proposed overslope. They discussed parking and sanitation, and whether there should be a different lease rate for overslope. Some thought it should be higher because it's a more premium location with better view, and others commented it shouldn't be a higher rate if the lessee is required to put up the money to build the overslope.

In the memo provided to the commission, Lease Staff requested input from the Port and Harbor Advisory Commission regarding overslope leasing and development, specifically on five questions and their responses were as follows:

1. Which sections of the overslope are to be available for development, and which areas are to stay undeveloped?
  - The Commissioners agreed to consider this over the next month and be prepared to discuss at the September meeting.
2. Does the commission support Lease Staff's recommendation of a "Parking Impact Fee" as a solution to the parking issue?
  - The Commissioners agreed to consider this over the next month and be prepared to discuss at the September meeting.
3. Does the commission support Lease Staff's recommendation of a "Sanitation Impact Fee" in lieu of requiring individual dumpsters for every overslope lease?
  - The Commissioners agreed to consider this over the next month and be prepared to discuss at the September meeting.
4. (a) Once the overslope areas are depicted in the LAP, how does the City solicit for proposals in a fair and equitable way when it could be unfair to the lessee/land owner occupying the adjacent uplands lot?
  - Notify the lessee on the adjacent lot and give them the opportunity to respond before putting it out for RFP.

(b) Should the City send out notifications to all lessees and land owners that have adjacent upland property giving them the first opportunity to submit a lease/development proposal?

  - Notify the lessee on the adjacent lot and give them the opportunity to respond before putting it out for RFP.

(c) Does the commission think the City should or shouldn't advertise a RFP?

  - Only advertise after the adjacent lessee has an opportunity to consider the property.
5. (a) What revisions to the Planning code would the commission like to see?
  - The Commissioners agreed to consider this over the next month and be prepared to discuss at the September meeting.

(b) Would the commission rather see all the overslope lots available for individual development, or designate some lots for City development?

- The Commissioners agreed to consider this over the next month and be prepared to discuss at the September meeting.

**(c)** If the City builds all or some of the boardwalks, how should staff proceed in determining the funding sources and investment/rate of return information?

- Some felt the city should do it to keep it uniform, and others thought it would be better to let the lessee develop their boardwalks to add variety to the area, provided its built and connected to appropriate standards. It might be more successful if the lessee is allowed to do it.

### **INFORMATIONAL ITEMS**

- A. Harbormaster's Monthly Statistical Report for July 2016
- B. Water/Sewer Bills Report for July 2016
- C. Crane and Ice Report
- D. Deep Water Dock Report
- E. Pioneer Dock Report
- F. Dock Water Report
- G. Commissioner Attendance at City Council Meeting

Harbormaster Hawkins pointed out the stall wait list up 20 more people.

### **COMMENTS OF THE AUDIENCE**

Dan Veerhusen, harbor user, commented there are a lot of good things happening at the harbor. He sees the over load and agrees we need an expansion. He also agrees we need a new face on the old bathroom at ramp 2, its bad and needs to be replaced with something clean. He's anxious for the large vessel haul out, he doesn't think it will be done in time for him this year as he needs a trailer, but he would much rather do his boat work here than go outside. He commented since the Harbormaster's office has moved to the deep water dock side of the harbor there isn't as much security on the highway side and there needs to be more security cameras installed. He was robbed last year and is concerned about reduced harbor staff presence in the area. He thinks the effort going into lighting on the spit is very positive.

Harbormaster Hawkins talked about the security cameras that have been installed and upcoming plans for more cameras.

Nancy Hillstrand commented she will keep an eye on overslope and other development in the harbor area. Her concern is about the rye grass. It's what's holding things together out there and protects the area from erosion. It's an ecological service that we get for free. She is also disappointed with the look of the pavilion. She also thought it would be timber frame and fit in with the Alaskan and spit theme. People come here to see Alaska, not L.A.

Bob Shavelson, city resident, commented he's interested in the boat haul out information. The Cook Inletkeeper has been working closely with the Harbormaster for a long time on pollution prevention in

the harbor and has been really proud of the city and harbor for taking a leadership role on boat based pollution and being the first certified clean harbor. He reported the funding for the coastal impact assistance program is ending and the Clean Harbors program has been transferred to the Harbormaster's Association. They will continue to have a minor role with clean boating outreach. They encourage the boat haul out, Homer's an excellent location for it to flourish and they would love to see the runoff captured to maintain the biological integrity of our area. Lastly he addressed the good points made about the boat house. They were originally encouraged by the timber frame pavilion in Seldovia. They went through a public process and the intersection of public and private is always challenging which brings us to where we are now. He thinks they are still open to other ideas, which is why the architect is here for another round of dialog. They'll meet with contractors tomorrow and he encouraged people to put ideas forward. There is another timber frame pavilion going in by the fishing hole and it won't have enclosures on the side.

### **COMMENTS OF CITY STAFF**

Harbormaster Hawkins commented about the project to replace the lights on pole 7 at the harbor with LED lighting. He anticipates a four year rate of return on the investment. He noted a report from Northern Economics for the Alaska Association of Harbormasters titled the Economic Benefits of Ports and Harbors in Alaska will be in their September packet. He talked about the design for the fish cleaning table at the fishing lagoon that will be timber frame and modeled like the ramp 4 cleaning tables.

### **COMMENTS OF THE COUNCILMEMBER *(If one is assigned)***

Councilmember Zak was in the audience and commented he wasn't here to represent the council tonight, just to get better familiar with the group. He said they did a good job.

### **COMMENTS OF THE CHAIR**

Chair Ulmer thanked everyone for their good work. Next month they will be all prepared with their answers from the overslope memorandum and continue discussion on that.

### **COMMENTS OF THE COMMISSION**

Commissioner Carroll said it was impressive to have two Councilmembers in the audience tonight, Councilmember Zak and also Councilmember Smith stopped in. It was a good meeting, very informative. He thought the presentation on the public safety building was great.

Commissioner Donich said it was a good meeting. He thanked the public for their input, it gives them another perspective to think about.

Commissioner Zimmerman had no comments.

Commissioner Hartley reminded the group to do their homework on the rate structure because we're going to have to talk about it. He knows he's probably forgotten some things about it and they need to be prepared.

PORT AND HARBOR ADVISORY COMMISSION  
REGULAR MEETING  
AUGUST 24, 2016

Harbormaster Hawkins said there is a packet of information he can give them if they need it.

Commissioner Zeiset agreed it's great to have public here to comment. He appreciates their perspective.

Commissioner Stockburger said it was a good meeting and there are more good topics to sink their teeth into.

**ADJOURN**

There being no further business to come before the Commission the meeting adjourned at 8:23 p.m. The next regular meeting is scheduled for Wednesday, September 28, 2016 at 5:00 p.m. at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

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MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

Approved: \_\_\_\_\_



# City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

Port and Harbor

4311 Freight Dock Road  
Homer, AK 99603

[port@cityofhomer-ak.gov](mailto:port@cityofhomer-ak.gov)

(p) 907-235-3160

(f) 907-235-3152

## AUGUST 2016 PORT & HARBOR STAFF REPORT

### **1. Administration**

Staff met with:

- Department Head Staff Meeting
- Lease Staff Meeting – SpitWSpots, GSFA, & Yourkowski Leases
- Jeff Monroe, Marpro Associates International – Terminal Tariff Draft
- City Attorney – Contract with RDI & Outstanding Lease Issues
- Bill Nelson, Nelson Engineering – Fishing Lagoon Cleaning Table Upgrade

Reserved Stall renewal notices have been mailed out, kicking off the fall season for Admin staff. Renewals will be due Saturday, October 1<sup>st</sup> with stall swaps and then new stall offers following.

### **2. Operations**

It has been a busy month in operations at the Port of Homer. The two new mooring buoys, which replaced the one near the harbor's entrance and the other located near the north side of the Deep Water Dock, have already been utilized by the Cruise ship Maasdam. We are starting to see the return of the commercial fishing fleet and can be challenging for the harbor officers with finding space for everyone, leading us into a busy September. Additionally, the officers have been involved with multiple E.M.S and law enforcement assists due to busy summer crowds on the Homer Spit.

We said good bye to Harbor Assistants Trevor Bossi and Zack Kudla, who completed their three months of seasonal employment with the Port; their hard work has been appreciated.

Landings at all harbor facilities included the following vessels: Massdam, CISPRI Perseverance, Pacific Wolf & DBL54, Tustumena, Kennicott, Labrador, Helenka B and Islander Packer.

### **3. Ice Plant**

The ice sales are slowing down for the season. Ice Plant staff have a few ice mechanic repairs to make, including changing out some electric control valves, work on lights to work on, and some back feed check valves to deal with.

### **4. Port Maintenance**

July and August have been busy mid-summer months for the Maintenance Staff. The Maintenance Crew was involved with a number of improvements to the Deep Water Dock, which included installing new LED light fixtures on the light poles on either end of the dock and assisting the CISPRI vessel Perseverance with the installation of the new mooring buoys. The old mooring buoy chain was then laid out along the Load and Launch Ramp road to add a nautical feel to the harbor. Maintenance staff is currently in the process of rehabbing a fire fighting pump cart with a new Tohatsu pump and waiting, it seems in vain, for a few sunny days in a row to finish up on our yearly round of concrete sealing.





# City of Homer

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Port and Harbor

4311 Freight Dock Road  
Homer, AK 99603

[port@cityofhomer-ak.gov](mailto:port@cityofhomer-ak.gov)

(p) 907-235-3160

(f) 907-235-3152

## SEPTEMBER 2016 PORT & HARBOR STAFF REPORT

### **1. Administration**

Staff met with:

- AAHPA – Hiring of New Association Secretary
- Department Head Staff Meeting
- City Attorney – Uplands Lease
- Harbor Tours Magazine – Interview for Homer Section in Magazine & Harbor Tour
- Chamber of Commerce & Harbor Tours Magazine Dinner Meeting
- Bill Nelson, Nelson Engineering – Fishing Lagoon Cleaning Table Upgrade
- R&M Consultants – Deep Water Dock Expansion Project
- Homer Rotary – Harbor Overview Presentation
- KBBI – Interview Re: Harbor LED Lighting
- Resource Data, Inc. – Meeting Re: Details for New Marina Program RFP
- Alaska Marine Excavators & Alaska Corps – Results of Annual Post-Dredge Survey
- Global Sustainable Fisheries of Alaska – Discussion Re: Project & Planning of Processing Plant/Lease
- Puffin Electric – Harbor High Mast Lights
- Anna Borland – Presentation at Load & Launch Ramp
- Vessel Owner – Nuisance Vessel Issues
- City Manager – Budget Meeting
- Lease Advisors – Discussion on New GSFA Lease, Snug Harbor, & New Tower RFP
- Interviews for Port & Harbor Administrative Assistant Position
- Rachel Lord – Alaska Derelict Vessel Presentation for the AAHPA Conference

Reserved Stall renewals and swap requests are complete, with new stall offers having been mailed out. Staff does their best to make sure every lessee has a stall they are content with; commonly after we've heard from all the new offer lessees and know who is accepting or not, we will send out a second batch of reserved stall offers in November after the deadline.

Preparations for the Seattle's Pacific Marine Expo have begun. Mark your calendars for November 17 – 19, 2016 if you will be attending. The Port and Harbor co-sponsors a booth with the Homer Marine Trades Association; look for us at booth #309!

### **2. Operations**

Harbor assistants and the seasonal Parking Enforcement Officer completed their last days of work on October 14<sup>th</sup>. Load and Launch Ramp fee collection has concluded, fish cleaning stations have closed, and potable water to the float system has been shut down.

Landings at all harbor facilities included the following vessels: Helenka B, Cape Caution, Polar Bear, Rolfy, Bering Sea, Konai Kai, Paul C. Johnson, Egavik, Millennium Star, Millennium Falcon, Pacific Wolf & DBL54, Tustumena, and Tiglax. The M/V Maasdam canceled its final landing on 9/20 due to adverse weather conditions.

Other notable events:

- On 9/17, harbor officers used video surveillance cameras to record a theft in progress of an outboard engine from a vessel/trailer in the parking lots. The evidence was provided to HPD and helped to support criminal charges.
- On 9/23, harbor officers assisted State Troopers with locating a fishing vessel associated with a search warrant.
- On 9/24, harbor officers assisted HPD locate a recreational boat to serve its occupant a no-trespassing advisory.
- On 9/24, harbor officers responded to an EMS call aboard a charter vessel for a 60 year old male suffering from respiratory conditions.
- On 9/26, the parking enforcement officer reported to HPD having been threatened by an individual with whom he had recently issued a parking citation.
- On 10/1, Harbor officers responded to Land's End involving a 67 year old female suffering from chest pain.
- On 10/2, a vehicle was found unattended, having apparently jumped the log delineation separating the Sea Farer's Memorial parking lot and the beach. The vehicle was towed/impounded by HPD.
- On 10/10, harbor officers responded to a 40' recreational vessel flooding and implemented dewatering pumps to prevent further damage.
- On 10/12, operations staff responded to a 100' vessel adrift on the east side of the Homer Spit. Ultimately, crew was transported to the vessel and it was safely moored inside the Small Boat Harbor.

### **3. Ice Plant**

Ice sales are continuing to slow down for the season. The Ice Plant will be closing for the winter on Tuesday, November 15, 2016.

### **4. Port Maintenance**

Over the last month Maintenance has:

- Completed winterization of restrooms at Ramp 4, 6, and the Fishing Lagoon; and the RV dump station.
- Removed fish cleaning tables and winterized enclosures.
- Turned off potable water to the harbor, steel grid, and wood grid.
- Completed repairs to the corner fender of the Hickory's berth.
- Purchased and delivered a new sander/work truck.
- Telephonically attended a board meeting of the Pacific Coast Conference of Harbormasters.
- Installed a cleat for customer on AA.
- Finished refurbishment of a fire cart and put it in service on System 5.



## **Memorandum**

TO: PORT & HARBOR ADVISORY COMMISSION  
FROM: LEASE STAFF  
DATE: AUGUST 8, 2016  
SUBJECT: POLICIES FOR OVERSLOPE LEASING & DEVELOPMENT

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### **Background**

In October 2009, Ordinance 09-44(S) was passed by City Council establishing HCC 21.46, Small Boat Harbor Overlay District. This code primarily focuses on the design and building standards of overslope development, not necessarily policies regarding property management (outlined in Chapter 18).

At the May 25, 2016 regular meeting, the Port and Harbor Advisory Commission discussed overslope development and reviewed the current HCC and a 1983 Homer Harbor Slope Study that was conducted by Derry & Associates. Concerns were raised that the planning/zoning code seemed prohibitive, that parking was not adequate, and for it to work it had to be able to overcome the three month business window to justify the development. It was concluded at this meeting that it's good to address overslope from time to time, but it isn't feasible yet.

### **A Need for New Overslope Management Policies**

A formal lease request for overslope area was submitted to the City by a current lessee on June 8, 2016. This request was presented to City Lease Staff at their last meeting on August 5, 2016 and sparked a discussion on not just the question "Do we say yes to an overslope proposal?", but the bigger question "What policies do we follow when leasing overslope?" It is a unanimous agreement among Lease Staff that overslope should be treated differently than standard upland ground leases, and there needs to be policies in place so when proposals are received staff knows how to process them.

City leases are managed per HCC Chapter 18 and the Property Management Policies and Procedures. Lease and Port and Harbor Staff would like to amend the code and lease manual to include a section on overslope leasing. This information will also be used to update the Land Allocation Plan, which is necessary before any City land is allowed to be leased out. Staff is requesting input from the Port and Harbor Advisory Commission and the Planning Advisory Commission on several points that were brought up during the discussion:

- 1. Areas Allowed for Development:** The primary question to the commissions: which sections of the overslope are to be available for development, and which areas are to stay undeveloped? The Land Allocation Plan (LAP) will need to be revised to include any overslope areas that are available for leasing. Staff has discussed the pros and cons of re-platting the two parcels that contain overslope (would it be easier to have established lots for leasing?) and concluded that the City would NOT replat. One of the reasons is because by zoning code, each new lot would require an access easement, which is extremely difficult to provide in such a congested area as the Homer Spit. It was agreed that once all the development-allowed overslope areas are chosen, a professional surveyor would be hired to measure out and provide the City with the specific descriptions of those areas. Those descriptions will be included in the LAP detailing which areas are available for lease, and for use in City leases to delineate the area.

- 2. Parking:** As was discussed at the last port commission meeting, Lease Staff is fully aware of the parking inadequacies on the Spit and discussed with the Planning Dept. the regulations concerning parking requirements. Since businesses built on overslope would not be able to provide the standard number of parking spaces as usual ground leases do, a simple solution to this problem would be a “Parking Impact Fee”. Lease Staff agreed that instead of requiring lessees to provide unrealistic parking spaces on boardwalks that cannot be accessed by vehicles, a Parking Impact Fee would be established and written into their lease to compensate the City for the parking we provide to that business’s employees and customers. According to Planning Staff, if a business is within 1,500 feet of a public parking area it may use that area to meet their parking requirements; overslope areas would meet this option, giving further approval towards a parking impact fee vs. requiring parking spaces.
- 3. Sanitations/Dumpsters:** Another standard lease requirement is that each lessee is supposed to provide their own dumpsters for their business; they are not allowed to use the dumpsters provided by the Port and Harbor for vessel owners and other harbor patrons. Overslope lessees would have great difficulty meeting this requirement given the fact that dumpsters not only take up quite a bit of space, but also need accessibility by sanitation trucks. The Lease Staff proposed establishing a “Sanitation Impact Fee”, similar to the parking impact fee in that it would be written into the lease and paid in lieu of implementing a lease policy that is impractical for overslope leases.
- 4. To Provide or Not Provide Preferential Treatment to Upland Lessees/Owners:** Commonly when a City lot is listed in the LAP as available for lease, a Request for Proposals (RFP) is advertised as a fair and equitable way to solicit lease proposals from the public. This process also allows the City to conduct its due diligence so that if an unsolicited lease proposal is submitted to us, we are able to accept it for review since we have already offered the lot to other potential lessees. The issue with overslope areas is that much of the prime locations are adjacent to upland lots that are either privately-owned or currently leased by the City. Once the overslope areas are depicted in the LAP, how does the City solicit for proposals in a fair and equitable way when it could be unfair to the existing lessee/land owner if the overslope directly in front of their lot is suddenly occupied by another entity/individual that blocks their business’ view of the harbor?

Lease Staff recommends that after the overslope areas are included in the LAP, the City would send out notifications to all lessees and land owners that have adjacent upland property giving them the first opportunity to submit a lease/development proposal. Afterwards, the City could then advertise a RFP or not.

- 5. Building a Boardwalk:** Current HCC details the standards that a boardwalk must be built to; this code may be revised to ensure the platform itself is structurally sound and make it a requirement that any new development be done in a way that connects seamlessly to neighboring overslope platforms to ensure a continuous path along the boardwalk. This code, though, poses the question: does the City want multiple overslope dock/platforms built at different times by different people? Would it be smart for the City to invest in the construction of a single platform (say, in the overslope between Ramp 2 and 3), and then lease the boardwalk space for development by long-term lessees or even rent boardwalk space for seasonal businesses? It could be set up where certain overslope areas could be available for individual development, but designate other spots for City development.

If the City agrees that areas of the overslope should be developed by us, where would that money come from? The Port and Harbor Enterprise could fund the expense, but how will it get paid back? If the commission supports the idea, determining the cost of building a boardwalk would be the first step, next would be to estimate the rate of return to see how much we would need to charge for leasing it. This information could help us decide if building our own boardwalk is a good investment or not.

### **Recommendation**

Lease Staff requests input from the Port and Harbor Advisory Commission regarding overslope leasing and development, specifically on the following questions:

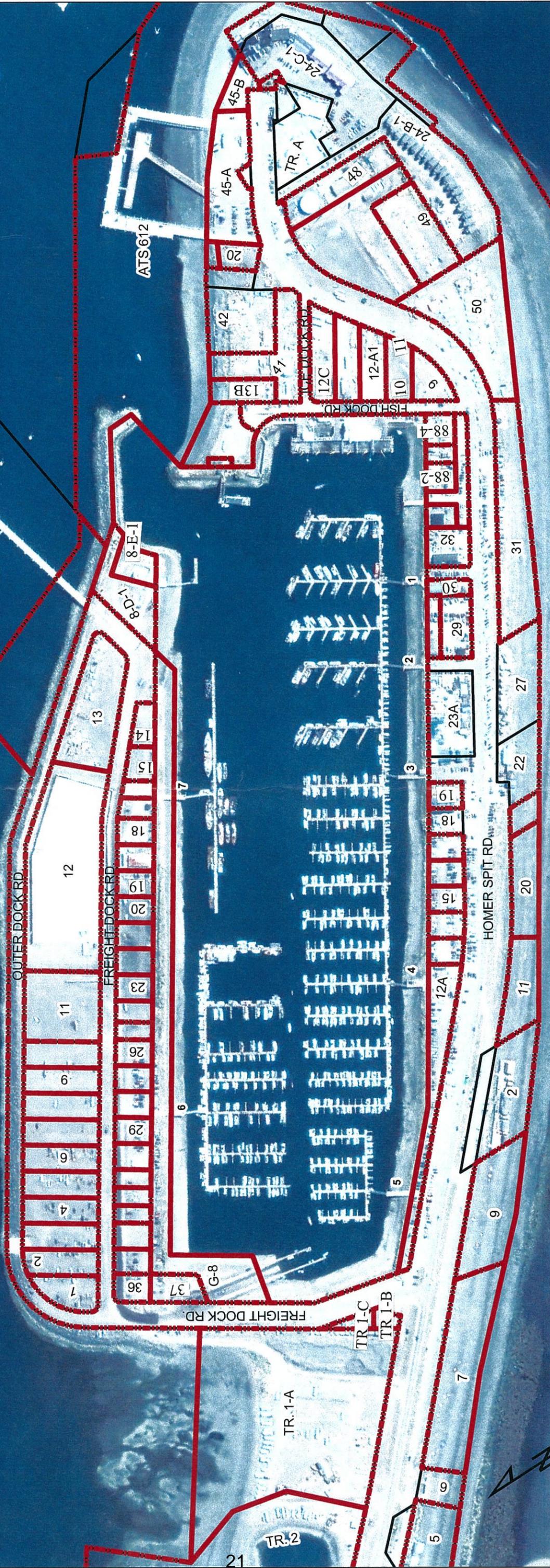
1. Which sections of the overslope are to be available for development, and which areas are to stay undeveloped?
2. Does the commission support Lease Staff's recommendation of a "Parking Impact Fee" as a solution to the parking issue?
3. Does the commission support Lease Staff's recommendation of a "Sanitation Impact Fee" in lieu of requiring individual dumpsters for every overslope lease?
4. (a) Once the overslope areas are depicted in the LAP, how does the City solicit for proposals in a fair and equitable way when it could be unfair to the lessee/land owner occupying the adjacent uplands lot?  
 (b) Should the City send out notifications to all lessees and land owners that have adjacent upland property giving them the first opportunity to submit a lease/development proposal?  
 (c) Does the commission think the City should or shouldn't advertise a RFP?
5. (a) What revisions to the Planning code would the commission like to see?  
 (b) Would the commission rather see all the overslope lots available for individual development, or designate some lots for City development?  
 (c) If the City builds all or some of the boardwalks, how should staff proceed in determining the funding sources and investment/rate of return information?

Further, if the commission believes that there is adequate interest in overslope development, staff recommends to make a motion either at this meeting or their next regular meeting requesting that City Council approve amending City documents, such as the Land Allocation Plan, Homer City Code, and the Property Management Policies and Procedures, to include verbiage regarding harbor overslope leasing for the purpose of development.

Attached: Overview Map of Homer Spit Parcels  
 HCC 21.46, Small Boat Harbor Overlay District



ATS612



**Legend**

-  City Land
-  Private Land

City property outlined in red.  
 Photo taken in 2005  
 Property lines are not exact - use with care  
 P & Z 6/5/08, JE

ATS612

## Chapter 21.46 SMALL BOAT HARBOR OVERLAY DISTRICT

### Sections:

- [21.46.010](#) Purpose and intent.
- [21.46.020](#) Overlay district boundaries.
- [21.46.030](#) Applicability.
- [21.46.040](#) Conditional uses.
- [21.46.050](#) Overslope platform standards.
- [21.46.060](#) Architectural standards.
- [21.46.070](#) Signs.
- [21.46.080](#) Landscaping.
- [21.46.090](#) Architectural plans.

### **21.46.010 Purpose and intent.**

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The purpose of the Small Boat Harbor [Overlay District](#) is to establish additional [development](#) regulations specifically designed for the unique nature and needs of water- and tourism-oriented [uses](#) on platforms over the small boat harbor. These regulations will delineate special performance and design standards, encourage mixed [use](#) developments which contribute to the [stabilization](#) of [water-dependent](#) and [water-related](#) uses, encourage the link between the marine business and general business sectors of the community, and encourage safe and enjoyable access along the harbor's edge. [Ord. [09-44\(S\)](#) § 3, 2009].

### **21.46.020 Overlay district boundaries.**

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The Small Boat Harbor [Overlay District](#) applies to the property described as [Lot](#) G-8 and Small Boat Harbor, Homer Spit Subdivision No. Two, T6S, R13W, Sections 35 and 36, and T7S, R 13W, Sections 1 and 2, Seward Meridian, as shown on Plat No. [92-50](#). [Ord. [09-44\(S\)](#) § 3, 2009].

### **21.46.030 Applicability.**

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Unless otherwise noted, the requirements of the Small Boat Harbor [Overlay District](#) apply to all [development](#) and are in addition to the requirements of the underlying [zoning district](#). Where a requirement of the underlying district conflicts with a requirement of the [overlay district](#), the [overlay district](#) requirement shall govern. [Ord. [09-44\(S\)](#) § 3, 2009].

### **21.46.040 Conditional uses.**

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The following [uses](#) may be permitted in the Small Boat Harbor [Overlay District](#) when authorized by conditional [use](#) permit issued in accordance with Chapter [21.71](#) HCC:

- a. Overslope [development](#). [Ord. [09-44\(S\)](#) § 3, 2009].

### **21.46.050 Overslope platform standards.**

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An [overslope platform](#) shall comply with the following standards:

- a. An [overslope platform](#) shall be 40 feet deep, and shall be not less than 40 feet nor more than 240 feet wide.
- b. There shall be a minimum 20-foot [setback](#) separating an [overslope platform](#) from a dedicated [right-](#)

of-way. Except as provided in the preceding sentence, there are no setback requirements for overslope platforms, and an overslope platform may be constructed to the lot line.

c. An overslope platform that is used for the docking of boats shall be designed to bear the loads associated with that use, and include suitable rail access, gates, stairs and fenders.

d. The bottom of the lowest structural member of the lowest floor of an overslope platform (excluding pilings and columns) shall be at least one foot above the base flood elevation.

e. The area of an overslope platform that at the time of its construction is within 15 feet of the edge of a ramp shall be used as a public access area, within which no sales or commercial activity may occur. Such a public access area shall not be counted to meet open space or landscaping requirements.

f. Direct access from an overslope platform to the ramp shall be limited to avoid user conflicts. Gates or other moveable barriers that facilitate loading and unloading may be used to control access. [Ord. 09-44(S) § 3, 2009].

#### **21.46.060 Architectural standards.**

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Overslope development shall conform to the following architectural standards:

a. All buildings on the same overslope platform shall receive a common architectural treatment. The main color of the exterior walls of all buildings on an overslope platform shall be one or more earth or seascape tones.

b. Not less than five percent of the area of an overslope platform area shall be outdoor public open space.

c. Overslope development shall include pedestrian walkways that provide direct access between common areas in the overslope development and public rights-of-way.

d. Opaque walls, fences or planter boxes, or any combination of them, shall be used to screen mechanical equipment and trash containers from view in adjacent public areas.

e. The design of structures and outdoor pedestrian areas shall take into consideration environmental factors such as prevailing wind, salt spray, solar exposure, snow and heavy rains.

f. Along the length of a building, the roofline shall not be continuous for more than 60 feet. Roofs shall be gabled.

g. The maximum height of a building measured from the overslope platform or the adjacent grade to the highest roof peak shall not exceed 25 feet.

h. A public access not less than eight feet wide to an area overlooking the harbor shall be provided at each end of an overslope platform and at intervals not greater than 150 feet on the overslope platform.

i. A continuous pedestrian corridor at least eight feet wide must extend the length of the overslope development, on either the harbor or the uplands side, or some combination thereof. The corridor must be clear of obstructions, but may be covered by an awning or roof overhang. The minimum eight-foot width of the corridor may not be counted to meet landscaping or public open space requirements. [Ord. 09-44(S) § 3, 2009].

#### **21.46.070 Signs.**

Signs are subject to the requirements in Chapter [21.60](#) HCC that apply in the underlying [zoning district](#); provided, that the maximum combined total area for all [signs](#) under Table 2 in HCC [21.60.060\(c\)](#) is calculated on a per-building basis instead of on a per-lot basis. No [sign](#) bearing a commercial message, as defined in HCC [21.60.040](#), may be placed in an outdoor public [open space](#). [Ord. [09-44\(S\)](#) § 3, 2009].

#### **21.46.080 Landscaping.**

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- a. Five percent of the area of an [overslope platform](#) must be landscaped.
- b. In addition to the types of plantings listed in the definition of [landscaping](#) in HCC [21.03.040](#), [landscaping](#) on an [overslope platform](#) may include planter boxes and hanging basket plantings.
- c. The [Commission](#) may [permit](#) the substitution of durable outdoor art, or amenities for public [use](#) such as bike racks, benches, trash receptacles and information kiosks, for part of the required [landscaping](#) on an [overslope platform](#). [Ord. [09-44\(S\)](#) § 3, 2009].

#### **21.46.090 Architectural plans.**

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An application for an [overslope development](#) conditional [use](#) shall include the following detailed plans and specifications showing compliance with the requirements of this chapter:

- a. Floor plans at a scale of one-eighth inch equals one foot.
- b. Architectural elevations.
- c. Site elevation showing the relationship to the platform of the base flood elevation and mean high tide line, and the elevation of the land where the platform adjoins the shore.
- d. Exterior finish schedule.
- e. Roof plan showing direction of drainage and where runoff will go.
- f. Drawings must show design oversight by an architect registered under the laws of the [State](#) of Alaska. [Ord. [09-44\(S\)](#) § 3, 2009].

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**The Homer City Code is current through Ordinance 16-42, passed August 8, 2016.**

Disclaimer: The City Clerk's Office has the official version of the Homer City Code. Users should contact the City Clerk's Office for ordinances passed subsequent to the ordinance cited above.

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## **STAFF GUIDELINES FOR THE CRANE USAGE AGREEMENTS**

Effective January, 2017, the Homer Port and Harbor's new crane use and training requirements will be implemented. In addition to online and practical training requirements, the City of Homer Port and Harbor ("Port") shall be requiring the execution of crane usage agreements and releases. While ultimately each crane user will be required to execute one agreement and one release, the content of the agreement and release differs depending upon the crane user's corporate status and the nature of his, her or its usage. Consequently, this handout is designed to provide Harbor staff with the guidelines for distributing the agreements to crane users.

There are two packets of agreements: (1) Packet A and (2) Packet B. Distribution guidelines for each packet is addressed below:

### **PACKET A: INDIVIDUAL USERS**

Packet A should be distributed to crane users and operators that are single/sole users of the crane. These individuals are the only individuals authorized to use the crane on their behalf and no more than one user is covered by Packet A.

Packet A includes two documents. These documents are:

1. The Individual Crane Agreement and Use Permit (Form A-1)
2. The Individual User Release and Indemnification (Form A-2)

### **PACKET B: COMMERCIAL USERS**

Packet B should be distributed to crane users and operators that are corporate entities or commercial enterprises. Packet B should also be distributed to individual business owners who have more than one crane operator/user operating the cranes on their behalf. Packet B has two forms for the commercial operator to execute, which will generally be the authorized agent for the business entity or the business owner. Packet B also has two forms for each covered operator to execute. The covered operator is the actual individual using the crane. **It is the commercial user's responsibility to ensure that all of its covered operators execute the covered operator documents.**

Packet B includes four documents. These documents are:

1. Commercial/Permit Holder Crane Agreement and Use Permit (Form B-1)
2. Commercial/Permit Holder Release Of Liability And Indemnification Agreement For Operation And Use Of City-Owned Cranes (Form B-2)
3. Covered Operator Crane Agreement and Use Permit (Form B-3)
4. Covered Operator Release of Liability and Indemnification Agreement (Form B-4)



# **PACKET A**

## **INDIVIDUAL USERS**

Packet A should be distributed to crane users and operators that are single/sole users of the crane. These individuals are the only individuals authorized to use the crane on their behalf and no more than one user is covered by Packet A.

Packet A includes two documents. These documents are:

1. The Individual Crane Agreement and Use Permit (Form A-1)
2. The Individual User Release of Liability and Indemnification Agreement (Form A-2)

**FORM A-2**

**INDIVIDUAL USER RELEASE OF LIABILITY AND INDEMNIFICATION AGREEMENT**

\_\_\_\_\_ ("User"), hereby acknowledges that operation and use of cranes owned by the City of Homer, Alaska ("City") may be dangerous and even life-threatening. User further acknowledges that the City, through its employees and other representatives, has provided User with training materials related to the operation and use of the cranes, which specifically identify the risks associated with operating the cranes.

User, on its behalf and on behalf of all its employees, designees, representatives, subcontractors, directors, officers, volunteers, administrators, agents, heirs, beneficiaries, executors, successors, assigns, and other entities or individuals claiming through it or affiliated with it (hereafter collectively referred to as "User"), hereby covenants and agrees to release, indemnify, and hold harmless the City, its employees, volunteers, officials, agents, officers, departments, boards, commissions, or other bodies (hereafter collectively referred to as the "City") from and for any and all demands, claims, suits or causes of action, whether known or unknown, arising from any and all loss, damage, and/or mental or physical injury (including, but not limited to injuries leading to death and death itself) to any property or any person which is caused by or related to the operation or use of a City-owned crane by User.

This Release and Indemnification also prohibits User and other entities or individuals claiming through it or affiliated with it, from bringing an action, suit, claim or cause of action, or making a demand, whether known or unknown, against the City arising out of the use or operation of any City-owned crane by User.

## FORM A-2

User also warrants that injuries, death or damage stemming from not only the inherent risk of the operation of heavy equipment, like cranes, but also equipment malfunction or misuse, human error, ignoring a known hazard, and a defect in the property, including, but not limited to, the cranes or the dock on which the cranes are located, are all within the scope of this Release and Indemnification and User or individual through User or on his or her behalf is barred from bringing any and all present or future demands, suits, claims or causes of action arising from the City's conduct, including demands, suits, claims or causes of action arising from the City's negligence and User is obligated to indemnify and hold harmless the City for any such claims brought against the City that arise from the operation or use of a City-owned crane by User. The above list of potential causes of injury, death or loss is intended only to provide an example of the broad scope of this Release and Indemnification and is in no way intended to limit the Release to the named causes as this Release and Indemnification is intended to apply to any and all causes of liability.

User is familiar with the decision of the Alaska Supreme Court in *Young v. State*, 455 P.2d 889 (Alaska 1969) and it is still the undersigned's true intent and desire to fully release all of the entities and persons described above collectively as the City even though all of such entities and persons are not specifically named herein. User further acknowledges familiarity with the decision of the Alaska Supreme Court in *Witt v. Watkins*, 579 P.2d 1065 (Alaska 1978) and intends this release to discharge the City from any liability for damages or losses subsequently discovered or incurred or for damages or losses that are different in extent, degree, or kind than those now alleged, known, anticipated, or expected.

**FORM A-2**

This Release and Indemnification has been submitted to the scrutiny of all parties and their counsel if desired, and it shall be interpreted without consideration to or weight given to its being drafted by any party or its counsel and interpreted according to its fair meaning and intent and not for or against either party.

This Release and Indemnification shall be governed by the laws of the State of Alaska.

USER:

\_\_\_\_\_  
[Business Name]

By: \_\_\_\_\_

Date: \_\_\_\_\_

Print Name: \_\_\_\_\_

Title: \_\_\_\_\_

FORM A-1

INDIVIDUAL USER CRANE AGREEMENT AND USE PERMIT

Name: \_\_\_\_\_ (“User”) Phone: \_\_\_\_\_

Address: \_\_\_\_\_  
P.O. Box or Street Address City State Zip

ID/Driver’s License #: \_\_\_\_\_ S.S. # (Optional): \_\_\_\_\_

Section 1. Equipment Use Permit

Subject to the conditions and limitations of this equipment use permit between \_\_\_\_\_ (“User” or “Permit Holder”) and the City of Homer, Alaska (“City”), which is hereafter called the Permit, the City hereby grants permission to User to access any City-owned Crane. This Permit represents a nonexclusive privilege authorizing use of City-owned Cranes and does not convey an interest or right to any City property or to the use of any City property.

Section 2. User Access Card

A. Upon execution of this Permit, User shall be issued a crane access card.

Section 3. Term and Rates

This Permit shall be in effect beginning on \_\_\_\_\_ (“Effective Date”) and ending on \_\_\_\_\_. (“Term”) In exchange for use of the City-owned cranes under this Permit, User agrees to pay the City \$150.00 with \$50.00 payable on the Effective Date and the second payment of \$50.00 due no later than 12 months after the Effective Date. A final payment of \$50.00 shall be due no later than 12 months after the second payment is due. A \$50.00 late charge shall be due if a payment is more than 30 days late. In addition to the charge for this Permit, User shall be charged the published crane rates or rates identified in a separate agreement between User and the City.

Section 4. Training

User shall, prior to operating any City-owned cranes, verify the successful completion of the following:

- A. The online training course and any other training requirements specified by the City in Attachment A to this Permit.
- B. A practical training session administered by the City as described in Attachment A to this Permit.
- C. Any other requirements included in Attachment A to this Permit.

## Section 5. Users Warranties and Representations

- A. User warrants that their use of the City-owned cranes is for individual use only.
- B. User must read and comply with City Port and Harbor Crane Use Policies and Procedures, incorporated into this Permit and included in Attachment B to this Permit ("Crane Use Policies").
- C. User shall sign and date Crane Use Policies and Procedures verifying that User has read and fully understands the Crane Use Policies and Procedures prior to operating any City-owned Crane.
- D. User shall comply with all federal, state, and local laws related to the operation and use of any City-owned Cranes.

## Section 6. Operation and Access

- A. The City does not guaranty the availability of any City-owned Crane at any time. City-owned Cranes may be unavailable due to City use or service without notice to User.
- B. User must have his or her Crane Operator Permit Card in their possession at all times when operating any City-owned Crane.
- C. User shall not permit any other person to use their Crane Operator Permit Card.
- D. The City does not guaranty the availability of any City-owned Crane at any time. City-owned Cranes may be unavailable due to City use or service without notice to User.
- E. City-owned Cranes cannot be reserved and are available only on a first come first serve basis. However, offloading of fish shall be given priority over other uses of City-owned cranes on the Fish Dock.
- F. User shall be fully alert and shall not be under the influence of alcohol or any controlled substance while operating or using City-owned Cranes. User shall always use extreme care and caution when operating City-owned Cranes. The harbormaster or his designee has full discretion to determine when a user is operating a City-owned crane recklessly or impaired. Impairment may include but is not limited to operating the crane while under the influence of alcohol or any controlled substance or operation of a City-owned crane while suffering from fatigue. If the Harbormaster determines that a user is unfit to operate any City-owned crane, the Harbormaster or his designee has full authority to order user to immediately cease crane operations. Harbormaster may also prohibit a user from operating any City-owned crane in the future.

- G. User agrees that he or she will immediately report to port and harbor personnel any accident involving crane use or any malfunction or problem with a City-owned Crane. Any report must be received by port and harbor personnel within 1 hour from incident or user's knowledge of any malfunction or problem with City-owned Cranes. In the event of serious bodily injury, user shall first call 9-1-1 and then report the incident to port and harbor personnel.

#### Section 7. Insurance

- A. Minimum Scope and Limits of Insurance. User shall carry and maintain at its expense commercial general liability insurance, including, without limitation, insurance against assumed or contractual liability under this Permit, with limits of liability not less than \$1,000,000 combined single limit bodily injury and property damage, \$1,000,000 personal injury, and \$2,000,000 aggregate. This insurance shall be primary and exclusive of any other insurance held by the City, and the policy purchased shall name the City as an additional insured with respect to the use or operation of City-owned Cranes by User or a Covered Operator.
- B. Verification of Coverage. User shall deliver to the City certificates of insurance required by this section before using or operating any City-owned Crane.

#### Section 8. Termination.

- A. The Crane Operator Permit may be revoked by the City at any time with or without cause and does not create a right of use.
- B. The Crane Operator Permit shall terminate immediately and User's Permit Card shall be immediately revoked if User violates any provision of this Permit or federal, state or local law or City of Homer policies or procedures during operation of any City-owned Crane.

#### Section 9. Indemnification.

User shall execute the Individual User Release of Liability and Indemnification Agreement, incorporated into this Permit and included as Attachment C to this Permit ("Indemnification Agreement:"). Under the Indemnification Agreement and this Permit, User shall indemnify City against any claims, suits, losses, damages, costs, fee, expenses (including actual outside attorneys' fees) arising out of or based upon personal injury, death or property damage resulting directly or indirectly from any act or failure to act in connection with the operation or use of any City-owned crane by User.

#### Section 10. General Provisions

- A. This Permit may not be transferred or assigned without the City's prior written consent.

- B. Any provision or clause of this Permit that is deemed invalid by a court or otherwise by law shall not affect the validity of the remainder of the Permit.
- C. This Permit and the rights and obligations of the parties hereunder shall be construed in accordance with the laws of the State of Alaska. Any legal proceeding in connection with this Permit shall be in the trial courts of the State of Alaska for the Third Judicial District in Homer. It is understood that consultation and negotiation are the first option for resolving all disputes arising under this Permit.
- D. The failure of the City at any time to enforce a provision or part of this Permit shall in no way constitute a waiver of such provision or part, nor in any way affect the validity of this Permit or any part of this Permit. A waiver by the City of any provision or part of this Permit shall not be construed as a continuing or future waiver of such provision or part or as a continuing or future waiver of any other provision or part of this Permit. Any waivers of the Permit conditions shall be in writing and signed by both parties.
- E. No provision of this Permit shall be construed to create a partnership or joint venture or any other arrangement between the City and User under which the City would be liable for the debts, losses or liabilities of User.
- F. The parties intend this Permit to be the complete and exclusive expression of their agreement and the Permit granted to User. No representations or promises not contained in this document have been made by the City. No modification to this Permit may be made unless in writing and executed by both parties.
- G. This Permit has been submitted to the scrutiny of all parties and their counsel if desired, and it shall be interpreted without consideration to or weight given to its being drafted by any party or its counsel and interpreted according to its fair meaning and intent and not for or against either party.
- H. The Parties hereby warrant and represent that each has the authority to enter into and perform the obligations of this Permit and that the individual signing this Permit on behalf of User has the authority to enter into this Permit on behalf of the User.
- I. All notices or notifications required by this Permit to be effective must be in writing and must be served personally to the Port and Harbor office.

IN WITNESS WHEREOF, the parties hereto have executed this Permit as of the date first written above.

CITY OF HOMER, ALASKA:

By: \_\_\_\_\_

PERMIT HOLDER:

\_\_\_\_\_

\_\_\_\_\_

By: \_\_\_\_\_

User's Authorized Representative

**TRAINING REQUIREMENTS FOR USE OF CITY-OWNED CRANES  
ATTACHMENT A**

# PACKET B

## COMMERCIAL USERS

Packet B should be distributed to crane users and operators that are corporate entities or commercial enterprises. Packet B should also be distributed to individual business owners who have more than one crane operator/user operating the cranes on their behalf. Packet B has two forms for the commercial operator to execute, which will generally be the authorized agent for the business entity or the business owner. Packet B also has two forms for each covered operator to execute. The covered operator is the actual individual using the crane. **It is the commercial user's responsibility to ensure that all of its covered operators execute the covered operator documents.**

Packet B includes four documents. These documents are:

1. Commercial/Permit Holder Crane Agreement and Use Permit (Form B-1)
2. Commercial/Permit Holder Release Of Liability And Indemnification Agreement For Operation And Use Of City-Owned Cranes (Form B-2)
3. Covered Operator Crane Agreement and Use Permit (Form B-3)
4. Covered Operator Release of Liability and Indemnification Agreement (Form B-4)

FORM B-1

COMMERCIAL/PERMIT HOLDER CRANE AGREEMENT AND USE PERMIT

Section 1. Permit Holder Access Card.

- A. Upon execution of this Permit, Commercial Permit Holder shall be issued a crane access card.
- B. Any individual using Permit Holder's access card shall be a "Covered Operator" under this Permit. Permit Holder warrants that prior to the use or operation of any City-owned crane, a Covered Operator must: (1) enter into and sign the Covered Operator Agreement, attached to this Permit as Attachment A; (2) enter into and sign the Covered Operator Waiver and Release Form, attached to this Permit as Attachment B; and (3) comply with all other applicable provisions in this Permit.

Section 2. Equipment Use Permit.

Subject to the conditions and limitations of this equipment use permit between \_\_\_\_\_ ("Permit Holder") and the City of Homer, Alaska ("City"), which is hereafter called the Permit, the City hereby grants permission to Permit Holder to access any City-owned crane. Any person using \_\_\_\_\_ Permit Holder access card to operate or use a City-owned crane shall be a "Covered Operator" under \_\_\_\_\_'s Permit. This Permit represents a nonexclusive privilege authorizing use of City-owned cranes and does not convey an interest or right to any City property or to the use of any City property.

Section 3. Term and Rate.

This Permit shall be in effect beginning on \_\_\_\_\_ ("Effective Date") and ending on \_\_\_\_\_. ("Term") In exchange for use of City-owned cranes under this Permit, Commercial Permit Holder agrees to pay the City \$150.00 with \$50.00 payable on the Effective Date and the second payment of \$50.00 due no later than 12 months after the Effective Date. A final payment of \$50.00 shall be due no later than 12 months after the second payment is due. A \$50.00 late charge shall be due if a payment is more than 30 days late. In addition to the charge for this Permit, Permit Holder shall be charged the published crane rates or rates identified in a separate agreement between Permit Holder and the City.

Section 4. Training.

Commercial Permit Holder shall, prior to operating any cranes owned by the City or permitting any employee, agent, representative, service provider, or other person to operate any City-owned crane using Commercial Permit Holder's access card, ensure and verify that each Covered Operator has successfully completed:

- A. The online training course and any other training requirements specified by the City in Attachment A to this Permit.

- B. A practical training session administered by the City and described in Attachment A to this Permit.
- C. Any other requirements included in Attachment A to this Permit.

Section 5. Permit Holder Warranties and Representations.

- A. Permit Holder and any Covered Operator must read and comply with City Port and Harbor Crane Use Policies and Procedures, incorporated into this Permit and included in Attachment C to this Permit ("Crane Use Policies").
- B. Permit Holder's authorized representative and any Covered Operator shall sign and date the Crane Use Policies verifying that Permit Holder and any Covered Operator using Permit Holder's access card have read and fully understands the Crane Use Policies prior to operating any City-owned Crane.
- C. Permit Holder and its Covered Operators shall comply with all federal, state, and local laws related to the operation and use of any City-owned crane.

Section 6. Operation and Access.

- A. Permit Holder or any Covered Operator must have Permit Holder's access card in his or her possession at all times when operating any City-owned crane.
- B. Permit Holder agrees that all Covered Operators under its permit must immediately report to port and harbor personnel any accident involving crane use or any malfunction or problem with a City-owned Crane. Any report must be received by port and harbor personnel within 1 hour from incident or Covered Operator's knowledge of any malfunction or problem with City-owned cranes. In the event of serious bodily injury, user shall first call 9-1-1 and then report the incident to port and harbor personnel.
- C. The City does not guaranty the availability of any City-owned Crane at any time. City-owned Cranes may be unavailable due to City use or service without notice to Permit Holder or a Covered Operator.
- D. City-owned cranes cannot be reserved and are available only on a first come first serve basis. However, the use of City-owned cranes on the Fish Dock to offload fish shall be given priority over other uses.
- E. Permit Holder shall guaranty and prohibit any Covered Operator from operating any City-owned crane recklessly or while impaired. The harbormaster or his designee has full discretion to determine when a user is operating a City-owned crane recklessly or impaired. Impairment may include but is not limited to operating the crane while under the influence of alcohol or a controlled substance

or operating a crane when suffering from extreme fatigue. If the Harbormaster determines that a user is unfit to operate any City-owned crane, the Harbormaster or his designee has full authority to order user to immediately cease crane operations. Harbormaster may also prohibit a user from operating any City-owned crane in the future. If a Covered Operator is prohibited from operating any City-owned crane due to reckless or impaired operation under this section of the Permit, Permit Holder shall ensure that the Covered Operator does not operate any City-owned crane using Permit Holder's access card. The City shall provide notice to Permit Holder of any action taken against a Covered Operator under this section within 24 hours of such action.

#### Section 7. Insurance.

- A. Minimum Scope and Limits of Insurance. Permit Holder shall carry and maintain at its expense commercial general liability insurance, including, without limitation, insurance against assumed or contractual liability under this Permit, with limits of liability not less than \$1,000,000 combined single limit bodily injury and property damage, \$1,000,000 personal injury, and \$2,000,000 aggregate. This insurance shall be primary and exclusive of any other insurance held by the City, and the policy purchased shall name the City as an additional insured with respect to the use or operation of City-owned cranes by Permit Holder or a Covered Operator.
- B. Verification of Coverage. Permit Holder shall deliver to the City certificates of insurance required by this section before using or operating any City-owned crane or permitting any Covered Operator to use or operate a City-owned crane.

#### Section 8. Termination.

- A. This Permit may be terminated by the City at any time with or without cause and does not create a right of use.
- B. This Permit shall terminate immediately and Permit Holder's access card shall be immediately revoked if Permit Holder or any Covered Operator violates any provision of this Permit or federal, state or local law or City of Homer policies or procedures during operation of any City-owned crane. In the event Permit Holder's access card is revoked, Permit Holder is liable for the immediate full payment of any monies owed to the City Port and Harbor for services rendered.

#### Section 9. Indemnification.

Permit Holder shall execute the General Release of Liability and Indemnification Agreement for the Operation and Use of City-owned Cranes, incorporate into this Permit and included as Attachment D to this Permit ("Indemnification Agreement:"). Under the Indemnification Agreement and this Permit, Permit Holder shall indemnify City against any claims, suits, losses, damages, costs, fee, expenses (including actual outside attorneys' fees) arising out of or based upon personal injury, death or property

damage resulting directly or indirectly from any act or failure to act in connection with the operation or use of any City-owned crane by Permit Holder or a Covered Operator.

#### Section 10. General Provisions

- A. This Permit may not be transferred or assigned.
- B. Any provision or clause of this Permit deemed invalid by a court or otherwise by law shall not affect the validity of the remainder of the Permit.
- C. This Permit and the rights and obligations of the parties hereunder shall be construed in accordance with the laws of the State of Alaska. Any legal proceeding in connection with this Permit shall be in the trial courts of the State of Alaska for the Third Judicial District in Homer. It is understood that consultation and negotiation are the first option for resolving all disputes arising under this Permit.
- D. The failure of the City at any time to enforce a provision or part of this Permit shall in no way constitute a waiver of such provision or part, nor in any way affect the validity of this Permit or any part of this Permit. A waiver by the City of any provision or part of this Permit shall not be construed as a continuing or future waiver of such provision or part or as a continuing or future waiver of any other provision or part of this Permit. Any waivers of the Permit conditions shall be in writing and signed by both parties.
- E. No provision of this Permit shall be construed to create a partnership or joint venture or any other arrangement between the City and Permit Holder or any Covered Operator under which the City would be liable for the debts, losses or liabilities of Permit Holder or any Covered Operator.
- F. The parties intend this Permit to be the complete and exclusive expression of their agreement and the Use Permit granted to Permit Holder. No representations or promises not contained in this document have been made by the City. No modification to this Permit may be made unless in writing and executed by both parties.
- G. This Permit has been submitted to the scrutiny of all parties and their counsel if desired, and it shall be interpreted without consideration to or weight given to its being drafted by any party or its counsel and interpreted according to its fair meaning and intent and not for or against either party.
- H. The Parties hereby warrant and represent that each has the authority to enter into and perform the obligations of this Permit and that the individual signing this Permit on behalf of Permit Holder has the authority to enter into this Permit on behalf of the Permit Holder.

I. All notices or notifications required by this Permit to be effective must be in writing and must be served personally to the Port and Harbor office.

IN WITNESS WHEREOF, the parties hereto have executed this Permit as of the date first written above.

CITY OF HOMER, ALASKA:

By: \_\_\_\_\_

PERMIT HOLDER:

\_\_\_\_\_

\_\_\_\_\_

By: \_\_\_\_\_

Permit Holder's Authorized Representative

FORM B-2

**COMMERCIAL/PERMIT HOLDER RELEASE OF LIABILITY AND INDEMNIFICATION  
AGREEMENT  
FOR OPERATION AND USE OF CITY-OWNED CRANES**

\_\_\_\_\_, a \_\_\_\_\_ ("Permit Holder"), hereby acknowledges that operation and use of cranes owned by the City of Homer, Alaska ("City") may be dangerous and even life-threatening. Permit Holder further acknowledges that the City, through its employees and other representatives, has provided Permit Holder with training materials related to the operation and use of the cranes, which specifically identify the risks associated with operating the cranes.

Permit Holder, on its behalf and on behalf of all its employees, designees, representatives, subcontractors, directors, officers, volunteers, administrators, agents, heirs, beneficiaries, executors, successors, assigns, and other entities or individuals claiming through it or affiliated with it, and on behalf of any person using or operating a City-owned crane with Permit Holder's access card (collectively referred to as "Permit Holder or its Covered Operators"), hereby covenants and agrees to release, indemnify, and hold harmless the City, its employees, volunteers, officials, agents, officers, departments, boards, commissions, or other bodies (hereafter collectively referred to as the "City") from and for any and all demands, claims, suits or causes of action, whether known or unknown, arising from any and all loss, damage, and/or mental or physical injury (including, but not limited to, injuries leading to death and death itself) to any property or any person which is caused by or related to the operation or use of a City-owned crane by Permit Holder or its Covered Operators.

This Release and Indemnification also prohibits Permit Holder or its Covered Operators and other entities or individuals claiming through it or affiliated with it, from bringing an action, suit, claim or cause of action, or making a demand, whether known or unknown, against the City arising out of the use or operation of any City-owned crane by Permit Holder or its Covered Operators.

Permit Holder also warrants that injuries, death or damage stemming from not only the inherent risk of the operation of heavy equipment, like cranes, but also equipment malfunction or misuse, human error, ignoring a known hazard, and a defect in the property, including, but not limited to, the cranes or the dock on which the cranes are located, are all within the scope of this Release and Indemnification and Permit Holder and its Covered Operators are barred from bringing any and all present or future demands, suits, claims or causes of action arising from the City's conduct, including demands, suits, claims or causes of action arising from the City's negligence and Permit Holder is obligated to indemnify and hold harmless the City for any such claims brought against the City that arise from the operation or use of a City-owned crane by Permit Holder or its Covered Operators. The above list of potential causes of injury, death or loss is intended only to provide an example of the broad scope of this Release and Indemnification and is in no way intended to limit the Release to the named causes as this Release and Indemnification is intended to apply to any and all causes of liability.

Permit Holder is familiar with the decision of the Alaska Supreme Court in *Young v. State*, 455 P.2d 889 (Alaska 1969) and it is still the undersigned's true intent and desire to fully release all of the entities and persons described above collectively as the

City even though all of such entities and persons are not specifically named herein. User further acknowledges familiarity with the decision of the Alaska Supreme Court in *Witt v. Watkins*, 579 P.2d 1065 (Alaska 1978) and intends this release to discharge the City from any liability for damages or losses subsequently discovered or incurred or for damages or losses that are different in extent, degree, or kind than those now alleged, known, anticipated, or expected.

This Release and Indemnification has been submitted to the scrutiny of all parties and their counsel if desired, and it shall be interpreted without consideration to or weight given to its being drafted by any party or its counsel and interpreted according to its fair meaning and intent and not for or against either party.

The representative signing this Release and Indemnification hereby warrants that he or she has authority to sign this Release and Indemnification on behalf of Permit Holder. This Release and Indemnification shall be governed by the laws of the State of Alaska.

PERMIT HOLDER:

\_\_\_\_\_ [Business Name]

By: \_\_\_\_\_

Date: \_\_\_\_\_

Print Name: \_\_\_\_\_

Title: \_\_\_\_\_

FORM B-3

COVERED OPERATOR CRANE AGREEMENT AND USE PERMIT

This Agreement is entered into by and between the City of Homer, Alaska ("City") and \_\_\_\_\_ ("Covered Operator") beginning on \_\_\_\_\_ ("Effective Date") and ending on \_\_\_\_\_ ("Term"). Covered Operator shall not use City-owned cranes prior to or after the Effective Date of this Agreement.

Covered Operator Warranties

In exchange for permission to use City-owned cranes, Covered Operator hereby agrees and warrants that:

- A. The Covered Operator has been authorized by \_\_\_\_\_ ("Permit Holder") to operate and use City-owned cranes with Permit Holder's access card and that Covered Operator shall not use Permit Holder's access card for any purpose that has not been authorized by Permit Holder.
- B. Covered Operator has successfully completed the training required under the Commercial Use Permit granted to Permit Holder and has submitted his or her certificate of completion to Permit Holder.
- C. Covered Operator has read and fully understands the City Port and Harbor Crane Use Policies provided to it by Permit Holder and that Covered Operator has signed and dated these Policies attesting to his or her review and understanding of these policies.
- D. Covered Operators shall comply with all federal, state, and local laws related to the operation and use of any City-owned crane.
- E. Covered Operator shall have Permit Holder's permit card in his or her possession at all times when operating any City-owned crane.
- F. Covered Operator shall immediately report to port and harbor personnel any accident involving crane use or any malfunction or problem with a City-owned crane. Any report must be received by port and harbor personnel within 1 hour from incident or Covered Operator's knowledge of any malfunction or problem with City-owned cranes. In the event of serious bodily injury, user shall first call 9-1-1 and then report the incident to port and harbor personnel.
- G. Covered Operator understands that the City does not guaranty the availability of any City-owned Crane at any time. City-owned Cranes may be unavailable due to City use or service without notice to Permit Holder or a Covered Operator.

H. Covered Operator understands that City-owned cranes cannot be reserved and are available only on a first come first serve basis. However, the use of City-owned cranes on the Fish Dock to offload fish shall be given priority over other uses.

I. Covered Operator shall use the utmost care when operating City-owned cranes. Covered operator shall not operate any City-owned crane recklessly or while impaired. The harbormaster or his/her designee has full discretion to determine when Covered Operator or any user of a City-owned crane is operating the crane recklessly or impaired. Impairment may include but is not limited to operating the crane while under the influence of alcohol or a controlled substance or operating a crane when suffering from extreme fatigue. If the Harbormaster determines that Covered Operator is unfit to operate any City-owned crane, the Harbormaster or his designee has full authority to order Covered Operator to immediately cease crane operations. Harbormaster may also prohibit Covered Operator from operating any City-owned crane in the future. The City shall notify Permit Holder of Covered Operator's operation restrictions and prohibitions under this section within 24 hours of the harbormaster or his designee's determination.

CITY OF HOMER, ALASKA:

By: \_\_\_\_\_

\_\_\_\_\_  
COVERED OPERATOR

FORM B-4

**COVERED OPERATOR RELEASE OF LIABILITY AND INDEMNIFICATION  
AGREEMENT**

\_\_\_\_\_ ("Covered Operator"), who has access to cranes owned by the City of Homer, Alaska ("City") through an access card held by \_\_\_\_\_ ("Permit Holder") hereby acknowledges that operation and use of cranes owned by the City may be dangerous and even life-threatening. Covered Operator further acknowledges that the City, through its employees and other representatives, has identified and required training, and that training has materials related to the operation and use of the City-owned cranes, which specifically identify the risks associated with operating the cranes.

Covered Operator, on its behalf and on behalf of all its heirs, beneficiaries, executors, successors, assigns, and other entities or individuals claiming through it or affiliated with it (hereafter collectively referred to as "Covered Operator"), hereby covenants and agrees to release, indemnify, and hold harmless the City, its employees, volunteers, officials, agents, officers, departments, boards, commissions, or other bodies (hereafter collectively referred to as the "City") from and for any and all demands, claims, suits or causes of action, whether known or unknown, arising from any and all loss, damage, and/or mental or physical injury (including, but not limited to injuries leading to death and death itself) to any property or any person which is caused by or related to the operation or use of a City-owned crane by Covered Operator.

This Release and Indemnification also prohibits Covered Operator and other entities or individuals claiming through it or affiliated with it, from bringing an action, suit,

## FORM B-4

claim or cause of action, or making a demand, whether known or unknown, against the City arising out of the use or operation of any City-owned crane by Covered Operator.

Covered Operator also warrants that injuries, death or damage stemming from not only the inherent risk of the operation of heavy equipment, like cranes, but also equipment malfunction or misuse, human error, ignoring a known hazard, and a defect in the property, including, but not limited to, the cranes or the dock on which the cranes are located, are all within the scope of this Release and Indemnification and Covered Operator or individual through Covered Operator or on his or her behalf is barred from bringing any and all present or future demands, suits, claims or causes of action arising from the City's conduct, including demands, suits, claims or causes of action arising from the City's negligence and Covered Operator is obligated to indemnify and hold harmless the City for any such claims brought against the City that arise from the operation or use of a City-owned crane by Covered Operator. The above list of potential causes of injury, death or loss is intended only to provide an example of the broad scope of this Release and Indemnification and is in no way intended to limit the Release to the named causes as this Release and Indemnification is intended to apply to any and all causes of liability.

Covered Operator is familiar with the decision of the Alaska Supreme Court in *Young v. State*, 455 P.2d 889 (Alaska 1969) and it is still the undersigned's true intent and desire to fully release all of the entities and persons described above collectively as the City even though all of such entities and persons are not specifically named herein. Covered Operator further acknowledges familiarity with the decision of the Alaska

**FORM B-4**

Supreme Court in *Witt v. Watkins*, 579 P.2d 1065 (Alaska 1978) and intends this release to discharge the City from any liability for damages or losses subsequently discovered or incurred or for damages or losses that are different in extent, degree, or kind than those now alleged, known, anticipated, or expected.

This Release and Indemnification has been submitted to the scrutiny of all parties and their counsel if desired, and it shall be interpreted without consideration to or weight given to its being drafted by any party or its counsel and interpreted according to its fair meaning and intent and not for or against either party.

This Release and Indemnification shall be governed by the laws of the State of Alaska.

**COVERED OPERATOR:**

\_\_\_\_\_

By: \_\_\_\_\_

Date: \_\_\_\_\_

Print Name: \_\_\_\_\_

Title: \_\_\_\_\_



## City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

Office of the City Clerk

491 East Pioneer Avenue  
Homer, Alaska 99603

[clerk@cityofhomer-ak.gov](mailto:clerk@cityofhomer-ak.gov)

(p) 907-235-3130

(f) 907-235-3143

## Memorandum

TO: ADVISORY BODIES  
FROM: JO JOHNSON, CITY CLERK  
DATE: OCTOBER 7, 2016  
SUBJECT: MEETING SCHEDULE FOR 2017

---

Please review the draft resolution that establishes your meetings for 2017. If you have any changes please submit them to me by December 5<sup>th</sup>.

Council will be setting the 2017 meeting schedule for Council and Advisory Bodies with the adoption of the resolution at their December 12, 2016 meeting.



**CITY OF HOMER  
HOMER, ALASKA**

City Clerk

**RESOLUTION 16-xxx**

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA, ESTABLISHING THE 2017 REGULAR MEETING SCHEDULE FOR THE CITY COUNCIL, ECONOMIC DEVELOPMENT ADVISORY COMMISSION, LIBRARY ADVISORY BOARD, PARKS ART RECREATION AND CULTURE ADVISORY COMMISSION, ADVISORY PLANNING COMMISSION, PORT AND HARBOR ADVISORY COMMISSION, AND CANNABIS ADVISORY COMMISSION.

WHEREAS, Pursuant to Homer City Code Section 1.14.020, the City Council annually sets the schedule for regular and some special meetings, noting the dates, times and places of the City Council, Advisory Commissions, and the Library Advisory Board meetings; and

WHEREAS, The public is informed of such meetings through notices located at the City Clerk's Office, Clerk's Calendar on KBBI, the City Clerk's Website, and postings at the Public Library; and

WHEREAS, HCC 1.14.020 - 040 states that meetings may be advertised in a local paper of general circulation at least three days before the date of the meeting and that special meetings should be advertised in the same manner or may be broadcast by local radio at least twice a day for three consecutive days or two consecutive days before the day of the meeting plus the day of the meeting; and

WHEREAS, HCC 1.14.010 notes that the notice of meetings applies to the City Council and all commissions, boards, committees, subcommittees, task forces and any sub-unit of the foregoing public bodies of the City, whether meeting in a formal or informal meeting; that the failure to give the notice provided for under this chapter does not invalidate or otherwise affect any action or decision of a public body of the City; however, this sentence does not change the consequences of failing to give the minimum notice required under State Statute; that notice will ordinarily be given by the City Clerk; and that the presiding officer or the person or persons calling a meeting are responsible for notifying the City Clerk of meetings in sufficient time for the Clerk to publish notice in a newspaper of general circulation in the City; and

WHEREAS, This Resolution does not preclude additional meetings such as emergency meetings, special meetings, worksessions, and the like; and

42 WHEREAS, Council adopted Resolution 06-144 on October 9, 2006 establishing the  
 43 Regular Meeting site for all bodies to be the City Hall Cowles Council Chambers.  
 44

45 NOW, THEREFORE, BE IT RESOLVED by the Homer City Council, that the 2017 meeting  
 46 schedule is established for the City Council, Economic Development Advisory Commission,  
 47 Library Advisory Board, Parks Art Recreation and Culture Advisory Commission, Advisory  
 48 Planning Commission, and Port and Harbor Advisory Commission of the City of Homer,  
 49 Alaska, as follows:  
 50

51 Holidays - City Offices closed:

January 2**, New Year's Day, Monday	February 20*, Presidents' Day, the third Monday	March 27*, Seward's Day, last Monday	May 29*, Memorial Day, last Monday	July 4*, Independence Day, Tuesday	September 4*, Labor Day, first Monday
October 18*, Alaska Day, Wednesday	November 10**, Veterans Day, Friday	November 23* Thanksgiving Day, Thursday	November 24*, Friday, the day after Thanksgiving	December 25*, Christmas, Monday	

52  
 53 \*Indicates holidays - City offices closed.

54 \*\*If on a Sunday, the following Monday is observed as the legal holiday; if on a Saturday, the  
 55 preceding Friday is observed as the legal holiday pursuant to the City of Homer Personnel  
 56 Rules and Regulations.  
 57

58 CITY COUNCIL (CC)

January 9, 23	February 13, 27	March 13, 27	April 10, 24	May 8, ***23	June 12, 26
July 10**, 24	August 14, 28	September 11, 25	October 3 Election	October 9, 23 Oath of Office October 9*	Canvass Board October 6 or 9
November 7 Runoff Election	November 13**, 27	December 11****	December 18**** if needed		

59  
 60 City Council's Regular Committee of the Whole Meetings at 5:00 p.m. to no later than 5:50  
 61 p.m. prior to every Regular Meeting which are held the second and fourth Monday of each  
 62 month at 6:00 p.m. Council will not conduct a First Regular Meeting in July or November.  
 63 AML Annual Conference Week is tentatively scheduled for November 13 – 17, 2017.

64 \*Tuesday meeting due to Memorial Day/Alaska Day.

65 \*\*There will be no First Regular Meeting in July or November.

66 \*\*\*The City Council traditionally reschedules regular meetings that fall on holidays or High  
 67 School Graduation days, for the following Tuesday.

68 \*\*\*\* The City Council traditionally cancels the last regular meeting in December and holds the  
 69 first regular meeting and one to two Special Meetings as needed. Generally the second  
 70 Special Meeting the third week of December, will not be held.

71

72 ECONOMIC DEVELOPMENT ADVISORY COMMISSION (EDC)

January 10	February 14	March 14	April 11	May 9	June 13
July 11	August 8	September 12	October 10	November 14	December 12

73

74 Economic Development Advisory Commission Regular Meetings are held on the second  
 75 Tuesday of each Month at 6:00 p.m.

76

77 LIBRARY ADVISORY BOARD (LAB)

February 7	March 7	April 4	May 2	August 1
		October 3	November 7	December 5

78

79 Library Advisory Board Regular Meetings are held on the first Tuesday of the months of  
 80 February, March, April, May, August, October, November, and December at 5:30 p.m.

81

82 PARKS ART RECREATION AND CULTURE ADVISORY COMMISSION (PARCAC)

	February 16	March 16	April 20
May 18	June 15		August 17
September 21	October 19	November 16	

83

84 Parks Art Recreation and Culture Advisory Commission Regular Meetings are held on the third  
 85 Thursday of each month at 5:30 p.m. with the exception of January, July, and December.

86

87 PLANNING COMMISSION (P/C)

January 4, 18	February 1, 15	March 1, 15	April 5, 19	May 3, 17	June 7, 21
July 19**	August 2, 16	September 6, 20	October 4, 17*	November 1**	December 6**

88

89 Advisory Planning Commission Regular Meetings are held on the first and third Wednesday of  
 90 each month at 6:30 p.m. \*\*There will be no First Regular Meeting in July or Second Regular  
 91 Meetings in November and December. \*Tuesday meeting due to Alaska Day Holiday.

92

93

94

95

96 PORT AND HARBOR ADVISORY COMMISSION (P/H)

January 25	February 22	March 22	April 26	May 24	June 28
July 26	August 23	September 27	October 25	November 15	December 13

97  
98 Port and Harbor Advisory Commission Regular Meetings are held on the fourth Wednesday of  
99 each month at 5:00 p.m., with the exception of May, June, July and August meetings that are  
100 held at 6:00 p.m. The November meeting is scheduled for the third Wednesday and the  
101 December meeting is scheduled for the second Wednesday of the month.

102  
103 CANNABIS ADVISORY COMMISSION (CAC)

January 26	February 23	March 23	April 27	May 25	June 22
July 27	August 24	September 28	October 26	November 16	December 21

104  
105 Cannabis Advisory Commission Regular Meetings are held on the fourth Thursday of each  
106 month at 5:30 p.m. The November and December meetings are scheduled for the third  
107 Thursday of the month.

108  
109 PASSED AND ADOPTED by the Homer City Council this 12<sup>th</sup> day of December, 2016.

110 CITY OF HOMER

111  
112  
113  
114  
115 \_\_\_\_\_  
116 MARY E. WYTHE, MAYOR

117 ATTEST:

118  
119  
120 \_\_\_\_\_  
121 JO JOHNSON, MMC, CITY CLERK

122  
123 Fiscal Impact: Advertizing of meetings in regular weekly meeting ad and advertizing of any  
124 additional meetings.

# Port & Harbor Monthly Statistical & Performance Report

For the Month of: **August 2016**

<b><u>Moorage Sales</u></b>		<u>2016</u>	<u>2015</u>	<b><u>Stall Wait List</u></b>		
Daily Transient		434	459	No. on list at Month's End	<u>2016</u>	<u>2015</u>
Monthly Transient		286	243	20' Stall	7	5
Semi-Annual Transient		1	5	24' Stall	54	54
Annual Transient		10	4	32' Stall	92	78
Annual Reserved		119	114	40' Stall	34	28
				50' Stall	21	28
				60' Stall	4	3
				75' Stall	3	2
				Total:	215	198
<b><u>Grid Usage</u></b>		<u>2016</u>	<u>2015</u>	<b><u>Docking &amp; Beach/Barge Use</u></b>		
1 Unit = 1 Grid Tide Use				1 Unit = 1 or 1/2 Day Use	<u>2016</u>	<u>2015</u>
Wood Grid		20	18	Deep Water Dock	6	27
Steel Grid		4	1	Pioneer Dock	24	27
				Beach Landings	5	30
				Barge Ramp	6	9
<b><u>Services &amp; Incidents</u></b>		<u>2016</u>	<u>2015</u>	<b><u>Marine Repair Facility</u></b>		
Vessels Towed		2	4	Vessels Hauled-Out	<u>2016</u>	<u>2015</u>
Vessels Moved		39	72	Year to Date Total	8	2
Vessels Pumped		8	8	<b><u>Wharfage (in short tons)</u></b>		
Vessels Sunk		0	0	In Tons, Converted from Lb./Gal.	<u>2016</u>	<u>2015</u>
Vessel Accidents		3	2	Seafood	255	146
Vessel Impounds		0	0	Cargo/Other	704	995
Equipment Impounds		12	13	Fuel	39,546	40,513
Vehicle Impounds		3	0	<b><u>Ice Sales</u></b>		
Property Damage		4	2	For the Month of August	<u>2016</u>	<u>2015</u>
Pollution Incident		3	1	Year to Date Total	1,989	1,351
Fires Reported/Assists		0	3	<b><u>Difference between</u></b>		
EMT Assists		12	9	<b><u>2015 YTD and 2016 YTD:</u></b>	638 tons more	
Police Assists		6	4			
Public Assists		47	41			
Thefts Reported		1	1			
<b><u>Parking Passes</u></b>		<u>2016</u>	<u>2015</u>			
Long-term Pass		4	0			
Monthly Long-term Pass		8	2			
Seasonal Pass		0	0			
<b><u>Crane Hours</u></b>		<u>2016</u>	<u>2015</u>			
		304	400.7			



## Port & Harbor Monthly Statistical & Performance Report

For the Month of: **September 2016**

<b><u>Moorage Sales</u></b>	<u>2016</u>	<u>2015</u>	<b><u>Stall Wait List</u></b>		
Daily Transient	254	328	No. on list at Month's End	<u>2015</u>	<u>2015</u>
Monthly Transient	190	209	20' Stall	9	8
Semi-Annual Transient	4	4	24' Stall	63	63
Annual Transient	14	8	32' Stall	105	85
Annual Reserved	451	464	40' Stall	38	28
			50' Stall	22	28
			60' Stall	4	4
			75' Stall	3	3
<b><u>Grid Usage</u></b>			Total:	<hr style="border-top: 1px solid black;"/>	<hr style="border-top: 1px solid black;"/>
1 Unit = 1 Grid Tide Use	<u>2016</u>	<u>2015</u>		244	219
Wood Grid	21	20			
Steel Grid	6	3			
			<b><u>Docking &amp; Beach/Barge Use</u></b>		
			1 Unit = 1 or 1/2 Day Use	<u>2016</u>	<u>2015</u>
<b><u>Services &amp; Incidents</u></b>	<u>2016</u>	<u>2015</u>	Deep Water Dock	7	29
Vessels Towed	0	3	Pioneer Dock	27	30
Vessels Moved	18	42	Beach Landings	17	3
Vessels Pumped	3	16	Barge Ramp	8	7
Vessels Sunk	1	0			
Vessel Accidents	0	0	<b><u>Marine Repair Facility</u></b>	<u>2016</u>	<u>2015</u>
Vessel Impounds	0	1	Vessels Hauled-Out	4	0
Equipment Impounds	3	1	Year to Date Total	12	2
Vehicle Impounds	0	1			
Property Damage	1	0	<b><u>Wharfage (in short tons)</u></b>		
Pollution Incident	4	3	In Tons, Converted from Lb./Gal.	<u>2016</u>	<u>2015</u>
Fires Reported/Assists	0	0	Seafood	2	1,082*
EMT Assists	3	5	Cargo/Other	888	447
Police Assists	8	3	Fuel	43,372	30,912
Public Assists	25	31			
Thefts Reported	2	1			
			<b><u>Ice Sales</u></b>	<u>2016</u>	<u>2015</u>
<b><u>Parking Passes</u></b>	<u>2016</u>	<u>2015</u>	For the Month of September	214	192
Long-term Pass	6	3			
Monthly Long-term Pass	0	0	Year to Date Total	2,203	1,543
Seasonal Pass	0	1			
			<b><u>Difference between</u></b>		
<b><u>Crane Hours</u></b>	<u>2016</u>	<u>2015</u>	<b><u>2015 YTD and 2016 YTD:</u></b>	<hr style="border-top: 1px solid black;"/>	
	177.4	167.3		660 tons more	

\*NOTE: September Seafood Wharfage can sometimes be higher than normal due to businesses reporting all their summer wharfage at the end of the season, as well as the large seafood deliveries by the RM Thortenson at the Deep Water Dock



## Port & Harbor Water/Sewer Bills

Service Period End Date: August 31, 2016

Meter Reading Period: 7/13 to 8/12/2016

Meter Address - Location	Acct. #	Meter ID	Service/ Customer Charge	Water Charges	Sewer Charges	Total Charges	Previous Reading	Current Reading	Total Usage (gal)
810 FISH DOCK ROAD - Fish Grinder	1.0277.01	84810129	\$19.00	\$1,759.26	-	\$1,778.26	417,700	579,100	161,400
4244 HOMER SPIT RD - SBH & Ramp 2	1.0290.01	84872363	\$19.00	\$7,343.33	-	\$7,362.33	10,207,900	10,881,600	673,700
4166X HOMER SPIT RD - SBH & Ramp 4	1.0345.01	70291488	\$19.00	\$822.95	-	\$841.95	22,765,200	22,840,700	75,500
4171 FREIGHT DOCK RD - SBH & Ramp 6	1.0361.01	71145966	\$19.00	\$2,158.20	-	\$2,177.20	1,179,800	1,377,800	198,000
4690C HOMER SPIT RD - Pioneer Dock	1.0262.01	70315360	\$19.00	\$359.70	-	\$378.70	3,048,200	3,081,200	33,000
4690A HOMER SPIT RD - Pioneer Dock	1.0261.01	70315362	\$19.00	\$78.48	-	\$97.48	452,200	459,400	7,200
4666 FREIGHT DOCK RD - Deep Water Dock	1.0357.01	70564043	\$19.00	\$742.29	-	\$761.29	8,528,700	8,596,800	68,100
4448 HOMER SPIT RD - Steel Grid	1.0230.01	80394966	\$19.00	-	-	\$19.00	229,800	229,800	-
795 FISH DOCK ROAD - Fish Dock/Ice Plant	1.0180.01	70291512	\$19.00	\$5,099.02	\$51.04	\$5,169.06	865,322,100	866,129,400	807,300
4147 FREIGHT DOCK RD - SBH & Ramp 6 Restroom	1.4550.01	70315668	\$19.00	\$241.98	\$515.04	\$776.02	973,200	995,400	22,200
4147X FREIGHT DOCK RD - Ramp 6 Fish Cleaning	1.0457.01	80856895	\$19.00	\$595.14	-	\$614.14	1,523,300	1,577,900	54,600
4001 FREIGHT DOCK RD - L&L Ramp Restrooms	10.4550.01	70364713	\$19.00	\$338.99	\$721.52	\$1,079.51	1,324,500	1,355,600	31,100
4667 HOMER SPIT RD L - Port Maintenance	1.0109.01	70257255	\$19.00	\$66.49	\$141.52	\$227.01	703,700	709,800	6,100
4667 HOMER SPIT RD - Bldg Near Water Tank	1.0100.02	70315820	\$9.50	-	-	\$9.50	320,400	320,400	-
4667 FREIGHT DOCK RD - DWD Restroom	1.0495.01	84920900	\$19.00	\$35.97	\$76.56	\$131.53	48,600	51,900	3,300
4311 FREIGHT DOCK RD - Port & Harbor Office	5.1020.01	83912984	\$19.00	\$30.52	\$43.96	\$93.48	35,500	38,300	2,800
4000 HOMER SPIT RD - Ramp 5 Restroom	5.1250.01	86083228	\$19.00	\$295.39	\$425.47	\$739.86	126,600	153,700	27,100
4425 FREIGHT DOCK RD - Sys 5 & Ramp 8	5.1050.01	86094861	\$19.00	\$192.93	-	\$211.93	238,200	255,900	17,700

**Overall Charges: \$22,468.25**

**Overall Water Usage: 2,189,100**

Water/Sewer Monthly Comparison CY 2013 to Current								
	2013		2014		2015		2016	
January	\$1,039.71	62,100	\$3,545.49	288,500	\$2,526.35	183,700	\$1,216.22	68,800
February	\$995.09	57,300	\$4,042.38	322,400	\$2,015.14	140,800	\$1,891.14	122,500
March	\$3,777.17	91,400	\$3,968.26	320,400	\$3,339.49	253,700	\$2,341.13	162,300
April	\$2,825.07	208,200	\$5,792.92	452,200	\$4,997.38	467,700	\$3,532.78	256,700
May	\$11,647.05	1,176,600	\$12,019.73	973,600	\$6,982.27	541,900	\$9,770.89	709,300
June	\$19,728.26	1,660,800	\$13,396.30	1,106,200	\$14,116.19	1,134,100	\$21,628.74	1,800,700
July	\$73,511.61	6,344,600	\$16,516.50	1,348,000	\$12,038.01	919,900	\$19,490.97	1,583,400
August	\$18,766.53	1,547,500	\$15,883.21	1,279,500	\$15,033.97	1,197,000	\$22,468.25	2,189,100
September	\$12,784.77	1,057,600	\$13,105.89	1,073,100	\$15,661.07	1,307,300		
October	\$6,823.64	558,200	\$3,874.68	266,000	\$5,445.90	406,300		
November	\$5,696.76	456,800	\$3,658.86	283,400	\$1,917.85	106,100		
December	\$2,699.74	186,900	\$1,748.09	111,900	\$1,284.30	30,100		
YTD Total	\$160,295.40	13,408,000	\$97,552.31	7,825,200	\$85,357.92	6,688,600	\$82,340.12	6,892,800



## Port & Harbor Water/Sewer Bills

Service Period End Date: September 30, 2016

Meter Reading Period: 8/12 to 9/15/2016

Meter Address - Location	Acct. #	Meter ID	Service/ Customer Charge	Water Charges	Sewer Charges	Total Charges	Previous Reading	Current Reading	Total Usage (gal)
810 FISH DOCK ROAD - Fish Grinder	1.0277.01	84810129	\$19.00	\$4,950.78	-	\$4,969.78	579,100	1,033,300	454,200
4244 HOMER SPIT RD - SBH & Ramp 2	1.0290.01	84872363	\$19.00	\$6,396.12	-	\$6,415.12	10,881,600	11,468,400	586,800
4166X HOMER SPIT RD - SBH & Ramp 4	1.0345.01	70291488	\$19.00	\$813.14	-	\$832.14	22,840,700	22,915,300	74,600
4171 FREIGHT DOCK RD - SBH & Ramp 6	1.0361.01	71145966	\$19.00	\$796.79	-	\$815.79	1,377,800	1,450,900	73,100
4690C HOMER SPIT RD - Pioneer Dock	1.0262.01	70315360	\$19.00	\$223.45	-	\$242.45	3,081,200	3,101,700	20,500
4690A HOMER SPIT RD - Pioneer Dock	1.0261.01	70315362	\$19.00	\$39.24	-	\$58.24	459,400	463,000	3,600
4666 FREIGHT DOCK RD - Deep Water Dock	1.0357.01	70564043	\$19.00	\$511.21	-	\$530.21	8,596,800	8,643,700	46,900
4448 HOMER SPIT RD - Steel Grid	1.0230.01	80394966	\$19.00	-	-	\$19.00	229,800	229,800	-
795 FISH DOCK ROAD - Fish Dock/Ice Plant	1.0180.01	70291512	\$19.00	\$2,765.33	\$27.84	\$2,812.17	866,129,400	866,383,100	253,700
4147 FREIGHT DOCK RD - SBH & Ramp 6 Restroom	1.4550.01	70315668	\$19.00	\$152.60	\$324.80	\$496.40	995,400	1,009,400	14,000
4147X FREIGHT DOCK RD - Ramp 6 Fish Cleaning	1.0457.01	80856895	\$19.00	\$415.29	-	\$434.29	1,577,900	1,616,000	38,100
4001 FREIGHT DOCK RD - L&L Ramp Restrooms	10.4550.01	70364713	\$19.00	\$196.20	\$417.60	\$632.80	1,355,600	1,373,600	18,000
4667 HOMER SPIT RD L - Port Maintenance	1.0109.01	70257255	\$19.00	\$68.67	\$146.16	\$233.83	709,800	716,100	6,300
4667 HOMER SPIT RD - Bldg Near Water Tank	1.0100.02	70315820	\$9.50	-	-	\$9.50	320,400	320,400	-
4667 FREIGHT DOCK RD - DWD Restroom	1.0495.01	84920900	\$19.00	\$30.52	\$64.96	\$114.48	51,900	54,700	2,800
4311 FREIGHT DOCK RD - Port & Harbor Office	5.1020.01	83912984	\$19.00	\$27.25	\$39.25	\$85.50	38,300	40,800	2,500
4000 HOMER SPIT RD - Ramp 5 Restroom	5.1250.01	86083228	\$19.00	\$248.52	\$357.96	\$625.48	153,700	176,500	22,800
4425 FREIGHT DOCK RD - Sys 5 & Ramp 8	5.1050.01	86094861	\$19.00	\$364.06	-	\$383.06	255,900	289,300	33,400

**Overall Charges: \$19,710.24**

**Overall Water Usage: 1,651,300**

Water/Sewer Monthly Comparison CY 2013 to Current								
	2013		2014		2015		2016	
January	\$1,039.71	62,100	\$3,545.49	288,500	\$2,526.35	183,700	\$1,216.22	68,800
February	\$995.09	57,300	\$4,042.38	322,400	\$2,015.14	140,800	\$1,891.14	122,500
March	\$3,777.17	91,400	\$3,968.26	320,400	\$3,339.49	253,700	\$2,341.13	162,300
April	\$2,825.07	208,200	\$5,792.92	452,200	\$4,997.38	467,700	\$3,532.78	256,700
May	\$11,647.05	1,176,600	\$12,019.73	973,600	\$6,982.27	541,900	\$9,770.89	709,300
June	\$19,728.26	1,660,800	\$13,396.30	1,106,200	\$14,116.19	1,134,100	\$21,628.74	1,800,700
July	\$73,511.61	6,344,600	\$16,516.50	1,348,000	\$12,038.01	919,900	\$19,490.97	1,583,400
August	\$18,766.53	1,547,500	\$15,883.21	1,279,500	\$15,033.97	1,197,000	\$22,468.25	2,189,100
September	\$12,784.77	1,057,600	\$13,105.89	1,073,100	\$15,661.07	1,307,300	\$19,710.24	1,651,300
October	\$6,823.64	558,200	\$3,874.68	266,000	\$5,445.90	406,300		
November	\$5,696.76	456,800	\$3,658.86	283,400	\$1,917.85	106,100		
December	\$2,699.74	186,900	\$1,748.09	111,900	\$1,284.30	30,100		
YTD Total	\$160,295.40	13,408,000	\$97,552.31	7,825,200	\$85,357.92	6,688,600	\$102,050.36	8,544,100



**WEEKLY CRANE TIME / TONS OF ICE**  
**City of Homer - Fish Dock 2016**

Date From	Date To	Crane Hours (Weekly)	YTD Crane	Tons of Ice (Weekly)	YTD Ice
1/4/2016	1/10/2016	6	6	shut down for maintenance	0
1/11/2016	1/17/2016	24	30	shut down for maintenance	0
1/18/2016	1/24/2016	29.1	59.1	shut down for maintenance	0
1/25/2016	1/31/2016	28.5	87.6	shut down for maintenance	0
2/1/2016	2/7/2016	30.1	117.7	shut down for maintenance	0
2/8/2016	2/16/2016	64.5	182.2	shut down for maintenance	0
2/15/2016	2/21/2016	40.2	222.4	shut down for maintenance	0
2/22/2016	2/28/2016	36.9	259.3	shut down for maintenance	0
2/29/2016	3/6/2016	32.3	291.6	shut down for maintenance	0
3/7/2016	3/13/2016	51.3	342.9	shut down for maintenance	0
3/14/2016	3/20/2016	43.3	386.2	19	19
3/21/2016	3/27/2016	46.1	432.3	28	47
3/28/2016	4/3/2016	21	453.3	13	60
4/4/2016	4/10/2016	25.4	478.7	20	80
4/11/2016	4/17/2016	52.6	531.3	81	161
4/18/2016	4/24/2016	48.6	579.9	31	192
4/25/2016	5/1/2016	26.1	606	52	244
5/2/2016	5/8/2016	30.9	636.9	16	260
5/9/2016	5/15/2016	42.5	679.4	109	369
5/16/2016	5/22/2016	48.9	728.3	73	442
5/23/2016	5/29/2016	42.4	770.7	77	519
5/30/2016	6/5/2016	56.2	826.9	65	584
6/6/2016	6/12/2016	77.3	904.2	83	667
6/13/2016	6/19/2016	59.7	963.9	81	748
6/20/2016	6/26/2016	84.7	1048.6	113	861
6/27/2016	7/3/2016	91.5	1140.1	77	938
7/4/2016	7/10/2016	111.2	1251.3	95	1033
7/11/2016	7/17/2016	108.1	1359.4	345	1378
7/18/2016	7/24/2016	63.9	1423.3	276	1654
7/25/2016	7/31/2016	48.8	1472.1	73	1727
8/1/2016	8/7/2016	88.1	1560.2	40	1767
8/8/2016	8/14/2016	87.5	1647.7	82	1849
8/15/2016	8/21/2016	51.1	1698.8	42	1891
8/22/2016	8/28/2016	77.3	1776.1	98	1989
8/29/2016	9/4/2016	30	1806.1	53	2042
9/5/2016	9/11/2016	55.3	1861.4	59	2101
9/12/2016	9/18/2016	30	1891.4	41	2142
9/19/2016	9/25/2016	35	1926.4	68	2210
9/26/2016	10/2/2016	27.1	1953.5	31	2241
10/3/2016	10/9/2016	50.5	2004	41	2282
10/10/2016	10/16/2016	10.3	2014.3	16	2298
10/17/2016	10/23/2016				
10/24/2016	10/30/2016				
10/31/2016	11/6/2016				
11/7/2016	11/13/2016				
11/14/2016	11/20/2016				
11/21/2016	11/27/2016			shut down for maintenance	
11/28/2016	12/4/2016			shut down for maintenance	
12/5/2016	12/11/2016			shut down for maintenance	
12/12/2016	12/18/2016			shut down for maintenance	
12/19/2016	12/25/2016			shut down for maintenance	
12/26/2016	1/1/2017			shut down for maintenance	
				shut down for maintenance	



## Deep Water Dock 2016

Date	Vessel	LOA	Times	Billed	\$ Dock	Srv Chg
1/3	Tustumena	296	1900/2200	St of AK	788.00	52.00
1/7	Swiftwater	218	1000/2100	Turnagain Ma	788.00	52.00
1/13	DBL 54	300	0820/1215	Kirby Offshor	788.00	52.00
1/13	Pacific Wolf	121	0845/1215	Kirby Offshor	506.00	52.00
1/17	Java Sea & DBL 78	395	0430/0900	Kirby Offshor	1,206.00	52.00
1/17	Java Sea INSIDE	121	0900/	Kirby Offshor	506.00	na
1/18	Java Sea & DBL 78	395		Kirby Offshor	1,206.00	
1/18	Java Sea INSIDE	121	/1000	Kirby Offshor	253.00	na
1/19	Java Sea & DBL 78	395	/0245	Kirby Offshor	1,206.00	
1/27	Tustumena INSIDE 1/6	296	0915/1200	St of AK	131.28	na
1/30	Java Sea & DBL 78	395	0500/	Kirby Offshor	1,206.00	52.00
1/31	Java Sea & DBL 78	395	/2020	Kirby Offshor	1,206.00	
1/31	Millennium Star	105	1800/	Olympic	253.00	na
2/1	Millennium Star INSIDE	105	/1200	Olympic	253.00	
2/4	Perseverance	207	1000/	Cispri	788.00	52.00
2/5	Perseverance	207		Cispri	788.00	
2/6	Perseverance	207	/1030	Cispri	788.00	
2/9	Millennium Star INSIDE	105	1350/	Olympic	253.00	na
2/10	Millennium Star INSIDE	105		Olympic	506.00	
2/11	Millennium Star INSIDE	105	/0900	Olympic	253.00	
2/16	PacWolf & DBL54 INSIDE	395	0745/1645	Kirby Offshor	603.00	na
2/23	Tustumena	296	1900/2030	St of AK	788.00	52.00
2/24	DBL 106	383	1630/	Kirby Offshor	1,206.00	52.00
2/24	Bismarck Sea INSIDE	125	1730/	Kirby Offshor	253.00	na
2/25	DBL 106	383		Kirby Offshor	1,206.00	
2/25	Bismarck Sea INSIDE	125		Kirby Offshor	506.00	
2/26	DBL 106	383	/2120	Kirby Offshor	1,206.00	
2/26	Bismarck Sea INSIDE	125	/2100	Kirby Offshor	506.00	
3/2	Anna T INSIDE	105	1215/	Amak Towing	253.00	na
3/3	Anna T	105		Amak Towing	506.00	
3/3	Millennium Star INSIDE	105	0030/	Olympic	506.00	na
3/4	Anna T	105		Amak Towing	506.00	
3/4	Millennium Star INSIDE	105	/1830	Olympic	506.00	
3/5	Anna T	105		Amak Towing	506.00	
3/6	Anna T	105		Amak Towing	506.00	
3/6	Millennium Star INSIDE	105	1600/	Olympic	253.00	na
3/7	Millennium Star INSIDE	105	/1130	Olympic	506.00	
3/7	Anna T	105		Amak Towing	506.00	
3/8	Millennium Star	105	/1315	Olympic	506.00	
3/8	Anna T	105	/1300	Amak Towing	506.00	
3/9	Anna T	105		Amak Towing	506.00	
3/9	Millennium Star INSIDE	105		Olympic	506.00	
3/10	Anna T	105		Amak Towing	506.00	
3/10	Millennium Star INSIDE	105		Olympic	506.00	
3/11	Anna T	105		Amak Towing	506.00	
3/11	Millennium Star INSIDE	105		Olympic	506.00	
3/12	Randolf Yost RIG	350	1930/	Furie	1,005.00	52.00
3/12	Anna T	105	/1530	Amak Towing	506.00	
3/12	Millennium Star INSIDE	105	/1500	Olympic	506.00	
3/13	Randolf Yost RIG	350		Furie	1,005.00	
3/13	Anna T	105	/1115	Amak Towing	506.00	
3/13	Millennium Star INSIDE	105	/1130	Olympic	253.00	
3/14	Randolf Yost RIG	350		Furie	1,005.00	
3/15	Randolf Yost RIG	350		Furie	1,005.00	
3/16	Randolf Yost RIG	350		Furie	1,005.00	
3/17	Randolf Yost RIG	350		Furie	1,005.00	
3/18	Randolf Yost RIG	350		Furie	1,005.00	
3/19	Randolf Yost RIG	350		Furie	1,005.00	

3/20	Randolf Yost RIG	350		Furie	1,005.00	
3/21	Randolf Yost RIG	350		Furie	1,005.00	
3/22	Randolf Yost RIG	350		Furie	1,005.00	
3/23	Randolf Yost RIG	350		Furie	1,005.00	
3/23	Perseverance Cispri INSIDE	207	0030/	Cispri	788.00	na
3/24	Randolf Yost RIG	350		Furie	1,005.00	
3/24	Perseverance Cispri INSIDE	207	/1745	Cispri	788.00	
3/25	Randolf Yost RIG	350		Furie	1,005.00	
3/26	Randolf Yost RIG	350		Furie	1,005.00	
3/27	Randolf Yost RIG	350		Furie	1,005.00	
3/28	Randolf Yost RIG	350		Furie	1,005.00	
3/29	Randolf Yost RIG	350		Furie	1,005.00	
3/30	Randolf Yost RIG	350		Furie	1,005.00	
3/31	Randolf Yost RIG	350		Furie	1,005.00	
3/31	Silver Arrow	242	0930/1145	AK Maritime	131.28	na
4/1	Randolf Yost RIG	350		Furie	1,005.00	
4/2	Randolf Yost RIG	350		Furie	1,005.00	
4/2	Bismarck Sea	125	1300/	Kirby Offshore	506.00	52.00
4/3	Bismarck Sea	125	/2130	Kirby Offshore	506.00	
4/3	Randolf Yost RIG	350		Furie	1,005.00	
4/3	Endurance INSIDE	207	0600/2030	Alyeska Pipe	788.00	na
4/4	Randolf Yost RIG	350		Furie	1,005.00	
4/5	Randolf Yost RIG	350		Furie	1,005.00	
4/6	Randolf Yost RIG	350		Furie	1,005.00	
4/6	Endurance INSIDE	207	1600/	Alyeska Pipe	394.00	na
4/7	Randolf Yost RIG	350		Furie	1,005.00	
4/7	Endurance INSIDE	207	/0800	Alyeska Pipe	394.00	
4/8	Randolf Yost RIG	350		Furie	1,005.00	
4/8	Endurance INSIDE	207	1600/2110	Alyeska Pipe	394.00	na
4/9	Randolf Yost RIG	350		Furie	1,005.00	
4/10	Randolf Yost RIG	350		Furie	1,005.00	
4/11	Randolf Yost RIG	350		Furie	1,005.00	
4/12	Randolf Yost RIG	350		Furie	1,005.00	
4/13	Randolf Yost RIG	350		Furie	1,005.00	
4/14	Randolf Yost RIG	350		Furie	1,005.00	
4/15	Randolf Yost RIG	350		Furie	1,005.00	
4/15	Ramblin Rose	96	1300/1400	Diamond Back	338.00	52.00
4/15	Sam M Taalak	150	1030/1200	Naknek Barg	84.30	na
4/16	Randolf Yost RIG	350		Furie	1,005.00	
4/17	Randolf Yost RIG	350		Furie	1,005.00	
4/18	Randolf Yost RIG	350		Furie	1,005.00	
4/19	Randolf Yost RIG	350		Furie	1,005.00	
4/20	Randolf Yost RIG	350		Furie	1,005.00	
4/21	Randolf Yost RIG	350		Furie	1,005.00	
4/22	Randolf Yost RIG	350		Furie	1,005.00	
4/23	Randolf Yost RIG	350		Furie	1,005.00	
4/24	Randolf Yost RIG	350		Furie	1,005.00	
4/25	Randolf Yost RIG	350		Furie	1,005.00	
4/26	Randolf Yost RIG	350		Furie	1,005.00	
4/27	Randolf Yost RIG	350		Furie	1,005.00	
4/28	Randolf Yost RIG	350		Furie	1,005.00	
5/1	Randolf Yost RIG	350		Furie	1,005.00	
5/1	Anna T	105		Amak Towing	506.00	
5/2	Randolf Yost RIG	350		Furie	1,005.00	
5/2	Anna T	105		Amak Towing	506.00	
5/3	Randolf Yost RIG	350		Furie	1,005.00	
5/3	Anna T	105		Amak Towing	506.00	
5/3	Arctic Titan	120	?	Western Tow	506.00	52.00
5/4	Randolf Yost RIG	350		Furie	1,005.00	
5/4	Anna T	105		Amak Towing	506.00	
5/4	Arctic Titan	120		Western Tow	506.00	

5/4	Guardzman INSIDE	127	1600/	Crowley	253.00	na
5/5	Randolf Yost RIG	350		Furie	1,005.00	
5/5	Anna T	105		Amak Towing	506.00	
5/5	Arctic Titan	120		Western Tow	506.00	
5/5	Guardzman INSIDE	127	/1500	Crowley	253.00	
5/6	Randolf Yost RIG	350	/0530	Furie	1,005.00	
5/6	Anna T	105	/0520	Amak Towing	506.00	
5/6	Arctic Titan	120	/0575	Western Tow	506.00	
5/12	Anna T	105	0540/	Amak Towing	506.00	52.00
5/13	Anna T	105	/0700	Amak Towing	506.00	
5/18	Silver Shadow	610	/1700	AK Maritime	2,957.00	481.53
5/18	Bismark Sea INSIDE	125	1830/	Kirby Offshore	253.00	na
5/18	DBL 106	383	1800/	Kirby Offshore	1,206.00	52.00
5/19	DBL 106	383		Kirby Offshore	1,206.00	
5/19	Bismark Sea INSIDE	125		Kirby Offshore	506.00	
5/20	DBL 106	383		Kirby Offshore	1,206.00	
5/20	Bismark Sea INSIDE	125		Kirby Offshore	506.00	
5/21	DBL 106	383		Kirby Offshore	1,206.00	
5/21	Bismark Sea INSIDE	125	/1400	Kirby Offshore	506.00	
5/21	Nakao barge	275	1900/	Kirby Offshore	788.00	52.00
5/22	Bismark Sea & DBL106	536	/0620	Kirby Offshore	2,154.00	
5/23	Perseverance	207	0600/	Cispri	788.00	52.00
5/24	Perseverance INSIDE	207		Cispri	788.00	
5/25	Perseverance INSIDE	207		Cispri	788.00	
5/26	Perseverance INSIDE	207	/1130	Cispri	788.00	
5/31	Maasdam	720	0900/1745	Holland Am	5,119.00	481.53
6/1	North Pacific	98	1230/1700	North Pac	169.00	na
6/1	Whale INSIDE	86	1730/	Suomela LLC	169.00	na
6/7	Whale INSIDE	86	/0230	Suomela LLC	56.31	
6/11	Maasdam	720	0900/1800	Holland Amer	5,119.00	481.53
6/17	Rainier NOAA	231	0900/	NOAA	788.00	52.00
6/17	Rainier NOAA	231		NOAA	788.00	
6/18	Rainier NOAA	231		NOAA	788.00	
6/19	Rainier NOAA	231		NOAA	788.00	
6/20	Bismark Sea&DBL 106	536	2200/	Kirby	2,154.00	52.00
6/21	Bismark Sea&DBL 106	536	/2200	Kirby	2,154.00	
6/22	Maasdam	720	0915/1800	Holland Amer	5,119.00	481.53
7/1	NOAA Fairweather	231	0650/	NOAA	788.00	52.00
7/2	NOAA Fairweather	231		NOAA	788.00	
7/3	NOAA Fairweather	231		NOAA	788.00	
7/4	NOAA Fairweather	231		NOAA	788.00	
7/5	NOAA Fairweather	231	/2000	NOAA	788.00	
7/10	Pacific Wolf & DBL 54	395	1630/	Kirby Offshore	1,206.00	52.00
7/11	Pacific Wolf & DBL 54	395	/0500	Kirby Offshore	1,206.00	
7/12	Maasdam	720	0900/?	Holland Am	5,119.00	481.53
7/18	Barge Swiftwater	218	1000/	Turnagain M	788.00	52.00
7/19	Barge Swiftwater	218		Turnagain M	788.00	
7/20	Barge Swiftwater	218		Turnagain M	788.00	
7/21	Barge Swiftwater	218		Turnagain M	788.00	
7/22	Barge Swiftwater	218	/0930	Turnagain M	788.00	
7/22	RM Thornstensen	315	1115/	Icicle	1,005.00	52.00
7/23	RM Thornstensen	315		Icicle	1,005.00	
7/24	RM Thornstensen	315		Icicle	1,005.00	
7/25	RM Thornstensen	315		Icicle	1,005.00	
7/26	RM Thornstensen	315	/0600	Icicle	1,005.00	
7/26	Maasdam	720	0900/1815	Holland Am	5,119.00	481.53
7/27	Perseverance	207	1700/	Cispri	788.00	52.00
7/28	Perseverance INSIDE	207		Cispri	788.00	
7/29	Perseverance INSIDE	207		Cispri	788.00	
7/30	Perseverance INSIDE	207	/1800	Cispri	788.00	
8/7	Labrador	132	0900/ 69	Silver Bay Seaf	506.00	52.00

8/8	Labrador	132	/1215	Silver Bay Seaf	506.00	
8/9	Maasdam	720	0930/1800	Holland Am	5,119.00	481.53
8/21	Katrina Em	101	0900/1400	Alaska Access	253.00	na
9/6	Maasdam	720	0800/1915	Holland Am	5,119.00	481.53
9/17	Millennium Star INSIDE	105	0300/	Olympic	506.00	na
9/18	Millennium Star INSIDE	105	/0845	Olympic	253.00	
<b>10/20/16</b>				<b>Year to Date Totals:</b>	<b>\$176,105.17</b>	<b>\$5,152.24</b>

## Pioneer Dock 2016

Date	Vessel	LOA	Times	Billed	\$ Dock	Srv Chg
1/8	Pacific Wolf & DBL54	395	0030/1315	Kirby Offshore	1,206.00	52.00
1/13	Perseverance	207	0600/1400	Cispri	788.00	52.00
1/22	Pacific Wolf & DBL55	395	0730/1400	Kirby Offshore	1,206.00	52.00
1/23	Bob Franco	120	0030/	Olympic	506.00	52.00
1/24	Bob Franco	120	/1200	Olympic	506.00	
2/5	Pacific Wolf & DBL54	395	0800/1220	Kirby Offshore	1,206.00	52.00
2/12	Perseverance	207	1015/1600	Cispri	788.00	52.00
3/9	Pacific Wolf & DBL 55	395	1200/1700	Kirby Offshor	1,206.00	52.00
3/10	Java Sea & DBL 78 noPO	395	?	Kirby Offshor	1,206.00	52.00
3/11	Java Sea & DBL 78 noPO	395		Kirby Offshor	1,206.00	
3/12	Java Sea & DBL 78 noPO	395		Kirby Offshor	1,206.00	
3/13	Java Sea & DBL 78 noPO	395		Kirby Offshor	1,206.00	
3/14	Java Sea & DBL 78 noPO	395		Kirby Offshor	1,206.00	
3/15	Java Sea & DBL 78 noPO	395	/0730	Kirby Offshor	1,206.00	
3/16	Pacific Wolf & DBL 54	395	0800/2045	Kirby Offshor	1,206.00	52.00
4/1	Silver Arrow	242	1000/	AK Maritime	\$788.00	\$52.00
4/2	Silver Arrow	242	/1115	AK Maritime	788.00	
4/2	DBL 106	383	1200/	Kirby Offshor	1,206.00	52.00
4/3	DBL 106	383	/2200	Kirby Offshor	1,206.00	
4/6	Bob Franco	120	1100/1545	Olympic	506.00	52.00
4/13	Pacific Wolf & DBL54	395	0730/1830	Kirby Offshor	1,206.00	52.00
4/19	Sam M Taalak	150	1400/1630	Naknek Barg	506.00	52.00
4/21	Perseverance	207	0900/1400	Cispri	788.00	52.00
4/21	Capt. Frank Moody	73	1415/1700	Cook Inlet Tug	338.00	52.00
5/2	Pacific Wolf & DBL54	395	0130/	Kirby Offshore	\$1,206.00	\$52.00
5/3	Pacific Wolf & DBL54	395	/1830	Kirby Offshore	1,206.00	
5/3	Swiftwater	218	1945/	Turnagain Mar	788.00	52.00
5/4	Swiftwater	218		Turnagain Mar	788.00	
5/5	Swiftwater	218	/1000	Turnagain Mar	788.00	
5/11	Arctic Titan	120	0550/0950	Western Tow	506.00	52.00
5/18	Pacific Wolf & DBL54	395	0615/1900	Kirby Offshore	1,206.00	52.00
6/3	Pacific Wolf & DBL 54	395	0000/1700	Kirby	1,206.00	52.00
6/15	Pacific Wolf & DBL 54	395	0745/1500	Kirby	1,206.00	52.00
6/16	Bob Franco	120	0815/1200	Olympic	506.00	52.00
6/17	Millie Cruz & Inokoa	150	1400/1515	Cruz Marine	506.00	52.00
6/25	Pacific Wolf & DBL 54	395	1130/2000	Kirby	1,206.00	52.00
7/14	Pacific Wolf & DBL 54	395	1530/	Kirby	1,206.00	52.00
7/15	Pacific Wolf & DBL 54	395	/2000	Kirby	1,206.00	
7/27	Pacific Wolf & DBL 54	395	0700/1700	Kirby	\$1,206.00	\$52.00
8/19	Pacific Wolf & DBL 54	395	1500/2000	Kirby	\$1,206.00	\$52.00
9/5	Pacific Wolf & DBL 54	395	0800/1545	Kirby	\$1,206.00	\$52.00
9/28	Pacific Wolf & DBL 54	395	1230/2000	Kirby	\$1,206.00	\$52.00
<b>10/20/16</b>				<b>Year to Date Totals:</b>	<b>\$41,540.00</b>	<b>\$1,560.00</b>

## Ferry Landings 2016

	Pioneer Dock	Deep Water Dock
January	14	2
February	21	1
March	12	0
April	8	0
May	9	0
June	25	
July	25	
August	23	
September	24	
October		
November		
		71

December		
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# **The Economic Benefits of Ports and Harbors in Alaska**

*Prepared for*

**Alaska Association of Harbormasters and Port Administrators**

**August 2016**

*Prepared by*



**PROFESSIONAL CONSULTING SERVICES IN APPLIED ECONOMIC ANALYSIS**

**Principals:**

Patrick Burden, M.S. – Chairman  
Marcus L. Hartley, M.S. – President  
Jonathan King, M.S. – Vice President  
Michael Fisher, MBA – Principal  
Diane Steele – Office Manager

**Consultants:**

Logan Blair, M.S.            Cal Kerr, MBA  
Leah Cuyno, Ph.D.        Don Schug, Ph.D.  
Michael Downs, Ph.D.    Stephen Weidlich, M.S.  
Gary Eaton, M.S.         David Weiss, M.S.  
Michelle Humphrey, M.S. Katharine Wellman, Ph.D.

**Administrative Staff:**

Terri McCoy, B.A. – Editor



880 H Street, Suite 210  
Anchorage, Alaska 99501  
Phone: 907.274-5600  
Fax: 907.274-5601

1455 NW Leary Way, Suite 400  
Seattle, WA 98107  
Phone: 206.747.8475  
Email: mail@norecon.com

## Preparers

<b>Team Member</b>	<b>Project Role</b>
Michael Fisher	Project Manager
Michelle Humphrey	Analyst and Author
Djamila Chettfour	Analyst
Terri McCoy	Editor

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## Abbreviations

AAHPA	Alaska Association of Harbormasters and Port Administrators
CPV	Commercial Passenger Vessel Excise Tax
DCCED	Alaska Department of Commerce, Community, and Economic Development
SPHFS	Statewide Port and Harbor Facility Survey

# 1 Key Findings

Ports and harbors across the State of Alaska provide infrastructure and services that support critical economic activities. Ports and harbors also play an important role in the communities that they are a part of, by providing local employment opportunities and promoting economic activity in the surrounding areas. The key findings from this study are summarized below.

- ***Ports and harbors are critical to the movement of freight throughout the state.***

In 2015, \$28 billion and 40.8 million tons of goods were moved via marine transport out of the state, and \$4.8 billion and 3.4 million tons of goods were moved into the state via marine transport.

- ***Ports and harbors support a thriving fishing industry.***

In 2014, total Alaskan commercial fishing landings were worth over \$1.7 billion and accounted for over one-third of the total commercial fishing landings in the entire United States. Six of the top ten fishing ports in terms of total harvest volume are located in Alaska.

- ***Ports and harbors support tourism activities.***

The presence of harbors has allowed tourism activity, such as charter fishing, sightseeing tours, and boat rentals, to grow by providing the infrastructure to enable and support these activities. Over \$83 million in shared revenues from the Commercial Passenger Vessel Excise Tax (CPV) has been distributed to local governments since the tax was implemented in 2007. This money allows communities to continue to build infrastructure and services to support the tourism industry.

- ***Ports and harbors create local employment.***

Based on survey responses, port and harbor facilities employ an average of nine full-time and seven part-time employees per year. This number varies significantly based the different type and volume of activity occurring at each facility.

- ***Ports and harbors reinject local and outside revenues into the economy.***

Moorage, wharfage, and dockage are the main sources of revenue, and personnel expenses, utilities, and maintenance are the largest expenses for ports and harbors. Port and harbor users also bring in outside revenues through purchases made at local maintenance and repair facilities, restaurants, shops, and bars. The injection of additional income from harbor users into the economy leads to more spending, which creates more income, which leads to more spending—also known as the multiplier effect. The average multipliers associated with this spending range from 1.170 to 1.571 depending on the region of the state in which the spending takes place.

## 2 The Role of Ports and Harbors in Alaska

Ports and harbors across the State of Alaska provide infrastructure and services that support critical economic activities. From the movement of freight, to supporting a thriving fishing industry, to playing a major role in tourism, ports and harbors play a key role in Alaska’s state and local economies. This report attempts to quantify the economic impact of ports and harbors using publicly available data sources, including the United States Department of Transportation, Alaska Fisheries Information Network, and the Alaska Visitors Statistics Program, as well as responses from the 2016 Statewide Port and Harbor Facility Survey (SPHFS). The SPHFS is an electronic survey made up of 26 questions about the employment, revenues, expenses, spending, infrastructure, and activities that happen in and around ports and harbors. The survey was distributed through the Alaska Association of Harbormasters and Port Administrators (AAHPA). The full survey can be found in Appendix A.

### 2.1 Movement of Freight

Marine transportation plays a key role in the movement of goods into, out of, and within the state. Alaska has more coastline than all of the continental United States combined and a very limited road system making marine and air transportation the primary means to transport goods around the state. The distance between Alaska and the rest of the continental United States in combination with the lack of a rail connection also makes marine transportation the primary mode used to move freight into and out of the state. Table 1 shows both the value and volume of freight moved into, out of, and around Alaska in 2015. Marine transportation (water) accounts for the largest values and volumes of goods shipped out of the state, moving a total of \$28 billion and 40.8 million tons of goods out of the state in 2015. Marine transport also accounts for the largest volume and the third largest value of goods brought into the state, moving about 3.4 million tons of goods valued at \$4.8 billion in 2015.

Crude petroleum products account for the majority of the total weight and value of inbound and outbound waterborne freight. Over 99 percent of the total weight of outbound waterborne freight and almost 70 percent of inbound waterborne freight is crude petroleum, with 40.7 million tons and 2.3 million tons respectively. Crude petroleum products also account for over 97 percent of the total value of outbound waterborne freight, accounting for \$27.2 billion in 2015.

**Table 1. Movement of Freight in Alaska by Mode, 2015 (Value and Weight)**

Mode	Within State	Outbound	Inbound	Within State	Outbound	Inbound
	Millions \$			Thousand Tons		
Air*	867.5	12,786.3	13,333.8	119.0	67.2	171.9
Multimodal	540.5	2,261.6	9,889.1	154.9	388.8	1,263.7
Other	18.3	370.6	22.6	1.2	23.9	0.5
Rail	1,598.1	7.1	6.9	3,139.3	3.5	18.5
Truck	14,585.5	882.8	640.2	22,930.3	273.7	196.3
Water	3,482.2	28,119.4	4,798.1	3,663.2	40,890.5	3,392.6

\*Transshipments make up almost three-quarters of the total airfreight that mores through the Anchorage Airport

Note: Pipeline volumes omitted from table due to errors in the dataset.

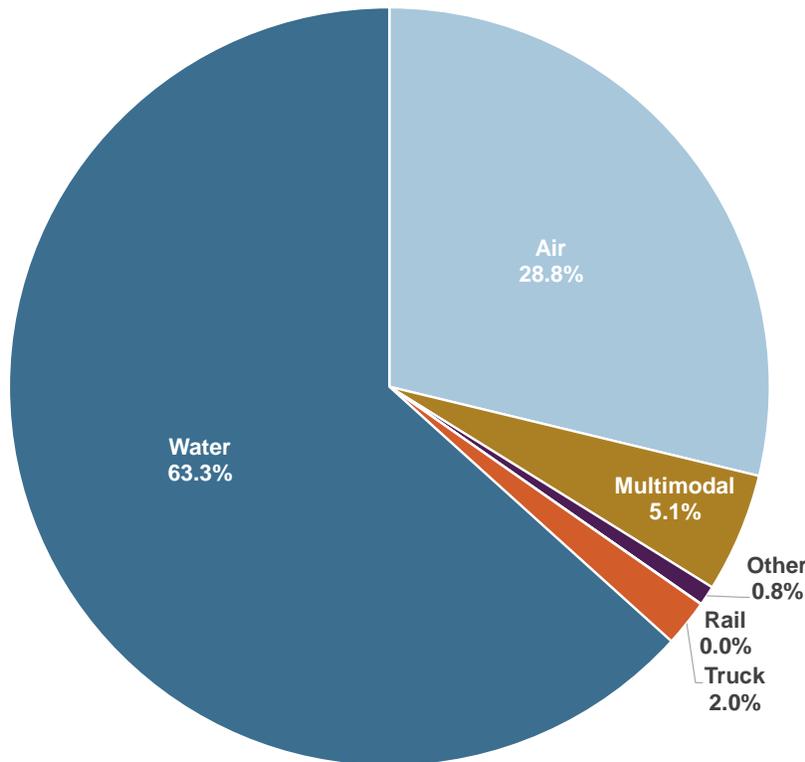
Source: U.S. Department of Transportation, 2015.

It should be noted that the average cost per pound to transport goods via water is significantly less than the cost to transport goods via air, so the while the value of items shipped via air is often higher, the

volume is typically lower when compared to marine transport. It should also be noted that both FedEx and UPS have transshipment operations in Anchorage, which may be influencing the airfreight totals (both weight and value) in the table above. Transit cargo accounts for almost three-quarters of all airfreight that moves through the Anchorage International Airport (Anchorage Economic Development Corporation, 2016). Transit cargos do not enter the local economy, but rather are temporarily stored and resorted before continuing on to their final destination. Time restraints associated with each mode of transportation also may influence shipment decisions. As mentioned before, there are no rail connections between Alaska and the continental United States, but the White Pass and Yukon Railroad operates a route that crosses the Canadian border around Skagway. The numbers shown in Table 1 show outbound and inbound rail freight recorded for this route.

Figure 1 shows the percentage of the total outbound freight value broken out by mode of transportation. Water based transportation moved over 63 percent of the total value of outbound freight in 2015. This movement of goods would not be possible without the existing port and harbor infrastructure around the state. Air transport moves the second largest portion of the value of outbound freight at just under 29 percent of the total value.

**Figure 1. Percentage of the Value of Outbound Freight by Mode, 2015**



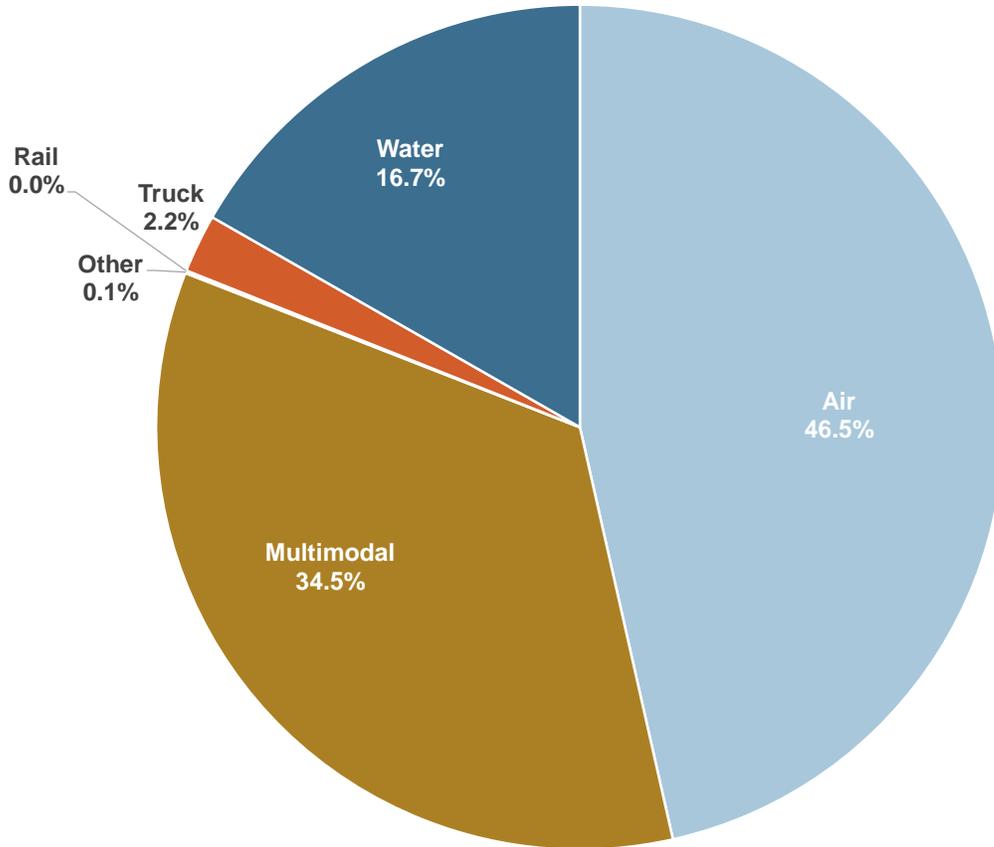
Note: Transshipment volumes included in Air calculation. Pipeline volumes omitted from table due to errors in the dataset.

Source: U.S. Department of Transportation, 2015.

Marine transport plays a smaller role in terms of value for inbound freight, but is still the top mode of transportation when it comes to the volume of inbound freight (see Table 1). Figure 2 shows the value of inbound freight, which is more evenly distributed between modes of transportation compared to

the value outbound freight displayed in Figure 1. Air and multimodal transport moved the largest portion of the value of goods into the state in 2015 with 43 percent and 32 percent respectively.

**Figure 2. Percentage of the Value of Inbound Freight by Mode, 2015**

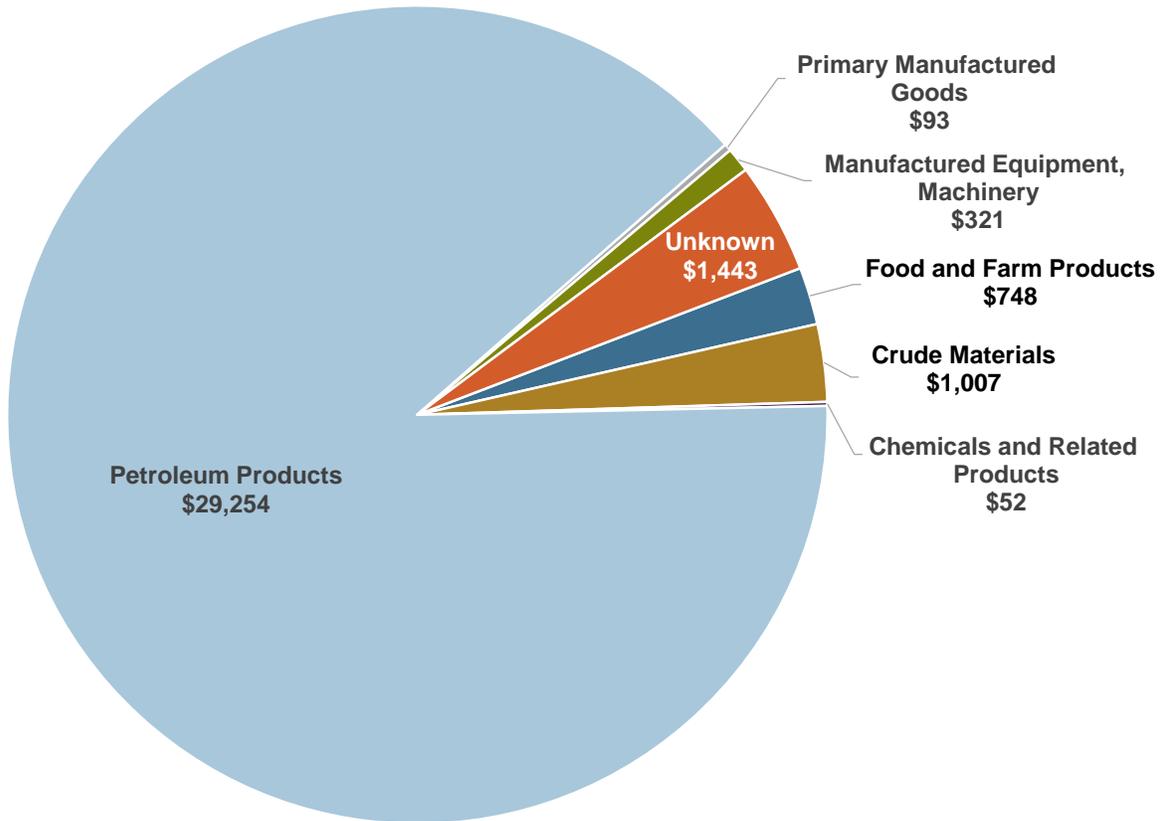


Notes: Transshipment volumes included in Air calculation. Pipeline volumes omitted from table due to errors in the dataset.

Source: U.S. Department of Transportation, 2015.

Figure 3 combines the total inbound and outbound marine freight movements in 2015 and breaks the total value of these movements down by the commodity moved. Petroleum products accounted for almost 89 percent of the total value of marine freight movements in 2015, with a total value of \$29.2 billion. The petroleum product category includes both crude petroleum, fuel oils, and gasoline. Crude materials, which include mining exports, logs, gravel and other wood products, account for the second largest value of goods moved by water throughout the state. In 2015, just over \$1 billion of crude materials were moved via marine transport in Alaska, highlighting the importance of marine transport to a variety of the key industries in Alaska, including oil and gas, mining, and forestry. It also shows the impact the ports and harbors have on the distribution of consumer goods, such as fuel and food products.

Figure 3. Value of Total Alaska Waterborne Freight by Commodity (\$ Millions)



Source: U.S. Department of Transportation, 2015.

Table 2 uses data published by the U.S. Army Corps of Engineers through the Waterborne Commerce Statistics Center. This is not a comprehensive data set, but it does include data for 31 Alaskan ports and harbors. The dataset records the volume (in short tons) of both domestic and foreign receipts and shipments at each port. The value of shipments is not captured by this dataset.

**Table 2. Volume of Total Waterborne Freight by Port, 2013 (Short Tons)**

Port	Volume Transported (short tons)	Port	Volume Transported (short tons)
Valdez	28,165,948	Bethel	154,434
Nikiski	4,484,225	Cordova	117,468
Anchorage	2,949,456	Wrangell	80,024
Kivalina	2,498,398	Craig	59,661
Unalaska	1,269,649	King Cove	57,555
Ketchikan	1,058,312	Kake	36,396
Seward	718,541	Old Harbor	33,791
Juneau	708,955	Dillingham	19,174
Iliuliuk Harbor	544,580	Humboldt	16,057
Petersburg	510,751	Hoonah	9,823
Kodiak	344,773	Metlakatla	8,375
Skagway	327,684	Atka	5,560
Whittier	292,418	Seldovia	5,546
Homer	219,082	Egegik	792
Sitka	172,251	Pelican	248
Nome	168,752		

Source: U.S. Army Corps of Engineers, 2013.

Valdez saw the largest volume of freight in 2013 with a total volume of just over 28 million short tons. The volume of shipments seen in Valdez is more than the other 30 ports captured in this data set combined. Valdez is the terminus of the Trans-Alaska Pipeline and has a large volume of oil exports, causing it to be an obvious outlier among the ports listed. The volumes displayed for Nikiski are also heavily influenced by petroleum products, as it is home to the Tesoro refinery. Table 3 displays the volume of waterborne freight excluding petroleum to take a closer look at waterborne commerce in Alaska without the skewing effects of large petroleum exports at selected ports.

**Table 3. Volume of Waterborne Freight by Port Excluding Petroleum Products, 2013 (Short Tons)**

Port	Volume Transported (short tons)	Port	Volume Transported (short tons)
Kivalina	2,359,460	Cordova	54,354
Anchorage	2,028,287	Nome	25,607
Unalaska	931,176	Kake	21,976
Seward	712,995	Valdez	13,403
Ketchikan	704,192	Bethel	10,851
Juneau	555,541	King Cove	10,219
Petersburg	473,833	Dillingham	8,424
Iliuliuk Harbor	315,963	Humboldt	7,708
Whittier	283,988	Hoonah	6,763
Skagway	223,120	Metlakatla	6,589
Kodiak	187,914	Atka	5,560
Sitka	144,893	Nikiski	1,788
Wrangell	73,411	Homer	144

Source: U.S. Army Corps of Engineers, Waterborne Commerce Data, 2013.

When petroleum volumes are removed, Kivalina and Anchorage jump to the top of the list, with the largest volumes of waterborne freight. Kivalina is the primary port used by the Red Dog Mine to import and export materials, and the vast majority of the waterborne freight that comes through this port is directly tied to mining operations. The Port of Anchorage receives the majority of consumer products coming into Alaska, which are then distributed throughout the state via road, air, or barge. The activities at the Port of Anchorage and Kivalina illustrate the important role that ports and harbors play in both exporting the natural resources that bring money into the state’s economy and the importation of consumer goods needed to support the state’s population.

Many of the ports listed serve populations outside of their immediate communities or support other economic functions like the exportation of natural resources. Table 4 shows the volume of waterborne freight per capita, which is calculated by dividing the total volume of waterborne freight by population of the community in which the port is in. Many of the communities that receive a high volume of waterborne freight do not have a large population, resulting in a high volume per capita.

**Table 4. Volume of Waterborne Freight Per Capita by Port, 2013 (Short Tons)**

Port	Volume Per Capita (short tons)	Port	Volume Per Capita (short tons)
Valdez	7,022	Craig	51
Kivalina	6,064	Nome	44
Whittier	1,156	Homer	43
Nikishka	985	Wrangell	33
Skagway	333	Bethel	25
Unalaska	276	Seldovia	25
Seward	262	Juneau	21
Petersburg	174	Sitka	19
Old Harbor	148	Humboldt	19
Ketchikan	128	Hoonah	13
Iliuliuk Harbor	118	Anchorage	10
Atka	82	Dillingham	8
King Cove	64	Egegik	8
Kake	59	Metlakatla	6
Kodiak	55	Pelican	3
Cordova	51		

Source: USACE, 2013. ADOL&WD, 2013.

Similar to Table 4, Table 5 shows the volume of waterborne freight per capita by port, but extracts the volumes recorded for petroleum products. When petroleum is taken out of the equation, there is a significant drop on the volume of freight per capita in Valdez and Nikiski, indicating that petroleum is the main commodity transported to and from these ports. With the exception of Kivalina, the ports that handle higher volumes of consumer goods, like Whittier and Seward, quickly rise to the top of the list. One exception is Anchorage, which has a relatively low volume of waterborne freight per capita despite some of the largest total volumes of any port listed. The large population served by the Port of Anchorage primarily drives this discrepancy. The Port of Anchorage sees 90 percent of the consumer goods for 85 percent of Alaska (Port of Anchorage, 2016).

**Table 5. Volume of Waterborne Freight Excluding Petroleum Per Capita by Port, 2013 (Short Tons)**

Port	Volume Per Capita (short tons)	Port	Volume Per Capita (short tons)
Kivalina	5,727	Juneau	17
Whittier	1,122	Sitka	16
Seward	260	King Cove	11
Skagway	227	Humboldt	9
Unalaska	202	Hoonah	9
Petersburg	161	Anchorage	7
Ketchikan	85	Nome	7
Atka	82	Metlakatla	4
Iliuliuk Harbor	69	Dillingham	4
Kake	35	Valdez	3
Wrangell	30	Bethel	2
Kodiak	30	Nikiski	0
Cordova	23	Homer	0

Source: USACE, 2013. ADOL&W, 2013

Ports and harbors throughout the state commonly play the role of distribution hub for the surrounding region or are part of a transportation system involving multiple ports. The ports listed in Table 6 were identified as regional and subregional hubs at the Alaska Regional Ports Conference that was put on by the U.S. Army Corps of Engineers in 2010. These ports play a role in the state’s transportation network that extends beyond their immediate communities.

**Table 6. Regional and Subregional Hubs**

Community	Type of Hub	Community	Type of Hub
<b>Arctic</b>		<b>Southeast</b>	
Barrow	Regional	Haines	Subregional
Prudhoe Bay	Regional	Juneau	Regional
<b>Interior</b>		Ketchikan	Regional
Koyukuk	Subregional	Petersburg	Regional
Nenana	Regional	Sitka	Subregional
Tanana	Subregional	Skagway	Subregional
<b>Northwest Arctic</b>		<b>Southwest</b>	
Kotzebue	Regional	Adak	Subregional
Nome	Regional	Dillingham	Subregional
Port Clarence	Subregional	Kodiak	Regional
<b>Prince William Sound</b>		Naknek	Subregional
Seward	Regional	Unalaska/Dutch Harbor	Regional
Valdez	Regional	<b>Yukon-Kuskokwim</b>	
Whittier	Regional	Emmonak/Alakanuk	Regional
<b>Southcentral</b>		Bethel	Regional
Anchorage	Regional		
Homer	Subregional		
Port MacKenzie	Subregional		

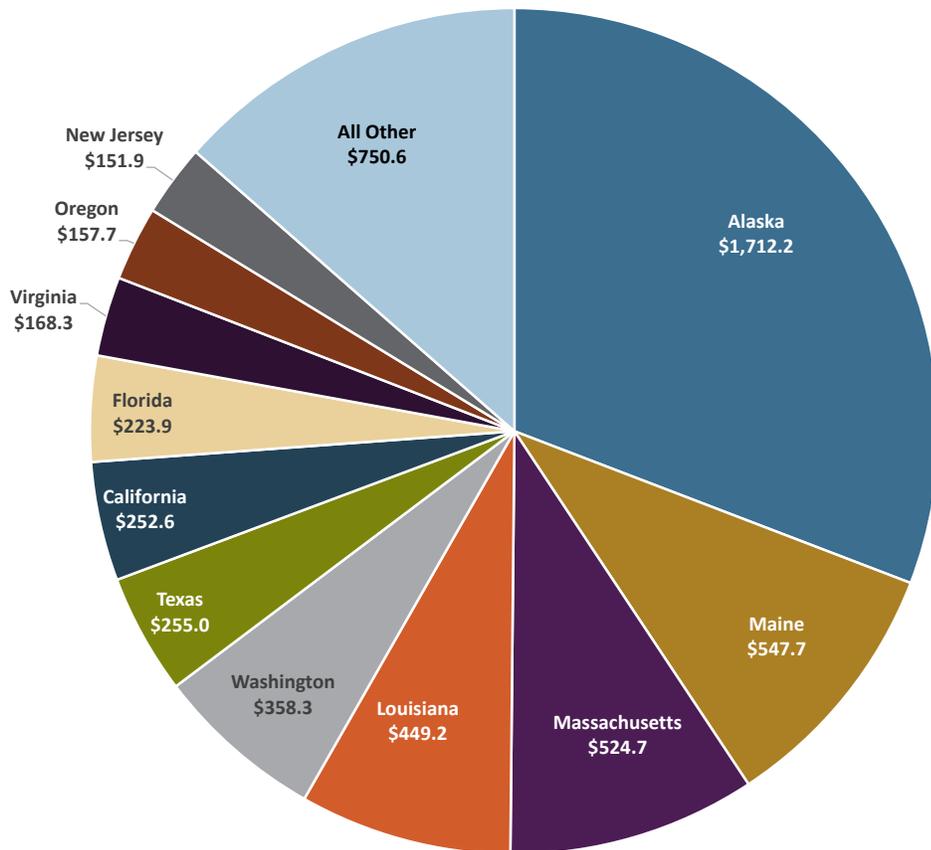
Source: Northern Economics, Inc., 2011.

## 2.2 Commercial Fishing Industry

Ports and harbors also play a critical role supporting commercial fishing, one of the biggest industries and source of employment in Alaska. Responses from the SPHFS revealed that fishing fleets, whether they be large catcher processors or smaller charter vessels, make up a significant portion of the vessels served by ports and harbors around the state.

In 2014, the value of commercial fishery landing in Alaska was just over \$1.7 billion, and accounted for over 30 percent of the value of all commercial landing in the United States (Figure 4). Over 31,000 people fish commercially each year in Alaska and seafood harvesting employs over 8,000 people annually (Cannon, 2016). Commercial fishermen and processing companies rely heavily on the port and harbor infrastructure around the state to support their booming industry.

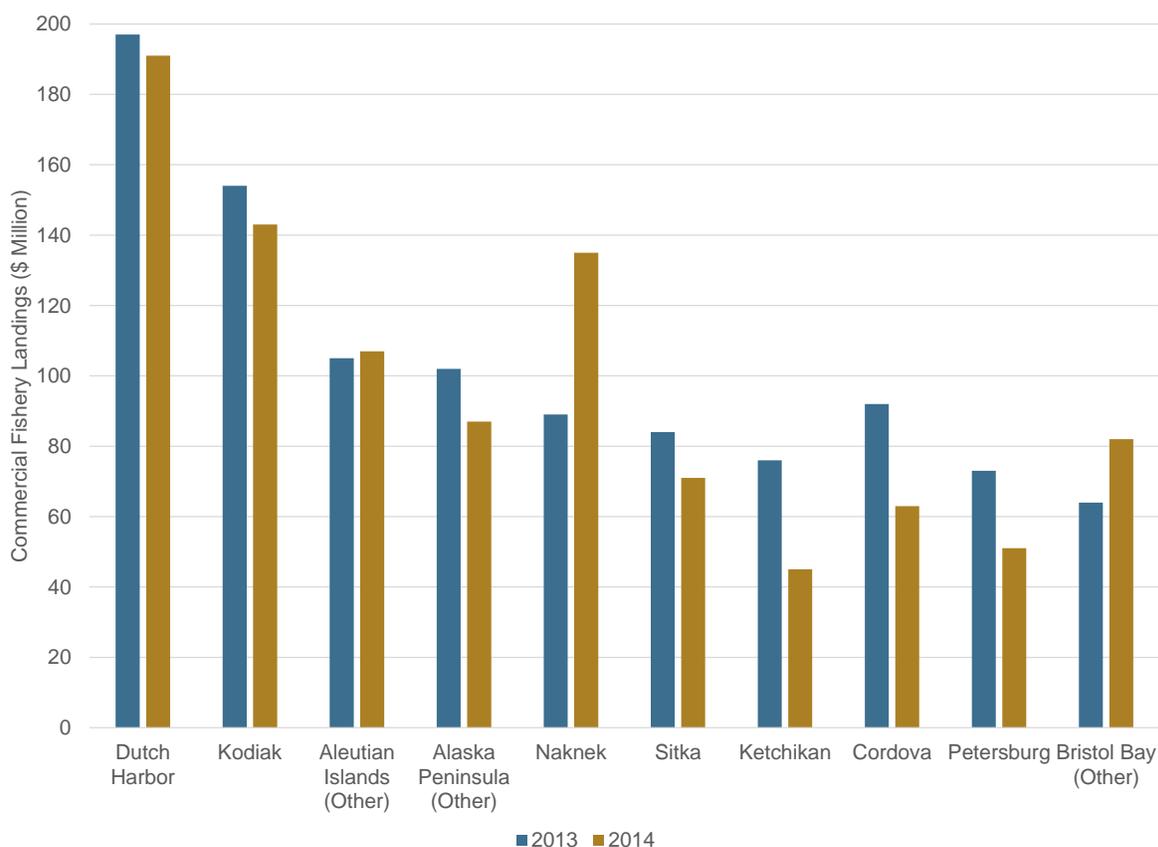
**Figure 4. Value of Commercial Fishery Landings by State, 2014 (\$ Million)**



Source: NOAA Office of Science and Technology, 2014.

Six of the top ten fishing ports by value and five of the top ten fishing ports in terms of volume in the United States are located in the State of Alaska. Figure 5 shows the top ten fishing ports in Alaska in terms of value of total commercial fishing landings. Dutch Harbor has the highest value of commercial landings of any port in both Alaska and the United States with \$762 million in 2014. Kodiak is the second largest port in Alaska and as well as the second largest in the United States in terms of value with \$477 million.

Figure 5. Value of Commercial Fishery Landings in Top 10 Alaskan Ports, 2013-2014 (\$ Million)



Source: NOAA Office of Science and Technology, 2014.

Note: Some Alaskan ports are grouped together to protect confidential information.

Responses from the SPHFS also indicate that ports and harbors provide and maintain infrastructure that caters specifically to the needs of the fishing industry. Cranes, fish cleaning stations and ice making machines are available at many of the ports around the state, with the primary use of offloading fish product and chilling fish product. Ports are able to charge for the use of this equipment and bring in additional non-moorage based revenues. As one respondent put it, “we handle all sorts of freight but our primary source of revenue is the fishing industry”.

The economic impacts of the commercial fishing industry extend beyond the primary fishing ports to boroughs and census areas across the state. Table 7 shows the number of fishermen who fished during 2015 by borough and census areas. There are fishermen living in boroughs that do not contain and commercial fishing ports, like the Fairbanks North Star Borough, that bring the money they earn fishing back to their community. This economic activity can be directly linked to the port and harbor infrastructure throughout the state.

**Table 7. Number of Fishermen who Fished by Borough and Census Area, 2015**

Borough/Census Area	Fishermen	Borough/Census Area	Fishermen
Aleutians East Borough	160	Lake and Peninsula Borough	105
Aleutians West Census Area	58	Matanuska-Susitna Borough	231
Anchorage Municipality	524	Nome Census Area	214
Bethel Census Area	440	North Slope Borough	3
Bristol Bay Borough	142	Northwest Arctic Borough	107
Denali Borough	2	Petersburg Census Area	405
Dillingham Census Area	412	Prince of Wales-Hyder Census Area	226
Fairbanks North Star Borough	31	Sitka City and Borough	446
Haines Borough	85	Skagway Municipality	2
Hoonah-Angoon Census Area	117	Southeast Fairbanks Census Area	20
Juneau City and Borough	272	Valdez-Cordova Census Area	328
Kenai Peninsula Borough	1130	Wrangell City and Borough	165
Ketchikan Gateway Borough	232	Yakutat City and Borough	127
Kodiak Island Borough	454	Yukon-Koyukuk Census Area	16
Kusilvak Census Area	475		

Note: Only includes fishermen who fished during the 2015 season.

Source: CFEC, 2015.

## 2.3 Tourism

Ports and harbors around the state also play in key role in supporting the tourism industry by facilitating cruise ship calls, charter-fishing services, and sightseeing tours. The cruise market alone represents over half of Alaska’s visitors and between May and September, and in 2013 just under 100,000 out-of-state visitors came to the state via cruise ship (Alaska Department of Commerce, Community, and Economic Development [DCCED], 2014). Cruise ships carried passengers to 14 ports around the state in 2013. Table 8 displays the volume of cruise passengers that visited each of these 14 ports for the years 2008-2013.

**Table 8. Cruise Passengers Volumes by Community, 2008-2013**

Community	2008	2009	2010	2011	2012	2013
Anchorage	0	256	1,282	14,939	10,030	499
Haines	50,121	43,550	32,259	27,176	31,007	32,378
Juneau	1,032,274	1,019,507	879,310	875,947	927,941	978,559
Ketchikan	941,910	936,220	828,929	844,412	894,320	948,685
Kodiak	11,903	10,235	19,372	14,715	11,551	3,231
Homer	1,163	1,674	12,828	14,990	8,833	254
Hoonah	126,381	134,575	122,974	127,866	120,786	124,320
Seward	165,959	163,056	136,129	132,779	136,892	125,183
Sitka	289,753	224,335	144,383	129,380	110,714	99,920
Skagway	781,676	785,034	697,060	708,981	755,681	821,874
Unalaska	709	3,398	956	707	1,371	1,285
Valdez	5,553	6,367	469	332	0	245
Whittier	220,117	212,598	126,866	130,312	170,758	202,336
Wrangell	4,002	3,842	3,869	4,719	678	6,417

Source: DCCED, 2014.

Cruise visitors bring in money to local economies through purchases they make while their cruise ship is in port, as well as through the Commercial Passenger Vessel Excise Tax (CPV). The CPV is imposed on passengers traveling on commercial passenger vessels on a voyage that lasts more than 72 hours in the state’s marine waters. The CPV tax rate of \$34.50 per passenger is collected by the state, which then redistributes a portion of the tax collected to the cities and boroughs in which cruise ship port calls occur. The first seven ports of call each receive \$5 for each passenger who paid the CPV, and if the eligible ports are in cities that are located in a borough, both the city and borough receive \$2.50 for each CPV passenger fee collected. Table 9 shows the CPV tax revenues shared with eligible cities and boroughs between 2008 and 2014. Since the CPV was implanted in 2007, over \$83 million in shared revenue has been distributed to city and borough governments

**Table 9. CPV Shared Revenues by City and Borough Governments, FY 2008- FY 2014**

City/Borough	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
Anchorage Municipality	0	0	865	63,575	66,190	48,570	2,975
Haines Borough	107,930	215,410	204,635	154,270	146,680	154,080	140,635
Homer (City)	0	2,898	3,725	31,788	32,688	21,710	855
Hoonah (City)	536,010	359,155	640,015	1,130,220	636,345	610,105	626,225
Juneau, City and Borough	0	0	0	0	4,096,730	4,151,020	4,547,635
Kenai Peninsula Borough	367,430	348,645	391,138	406,080	357,553	364,975	307,578
Ketchikan (City)	0	0	0	0	1,947,248	1,977,770	2,214,745
Ketchikan Gateway Borough	2,040,775	2,326,147	2,313,793	2,088,312	1,947,248	1,977,770	2,214,745
Kodiak (City)	5,102	24,778	25,487	15,762	32,622	23,473	4,600
Kodiak Island Borough	5,103	24,778	25,487	15,763	32,622	23,472	4,600
Seward (City)	367,430	345,747	387,413	374,293	324,865	343,265	306,723
Sitka, City and Borough	1,025,670	1,359,030	1,078,480	706,505	414,130	135,355	302,985
Skagway Municipality	3,717,410	3,862,970	3,904,825	3,455,540	3,470,720	3,728,105	4,011,285
Unalaska (City)	0	0	7,620	3,000	1,310	4,120	4,165
Valdez (City)	0	28,355	31,730	2,335	1,650	0	1,265
Whittier (City)	1,059,970	1,001,985	1,045,550	695,790	637,265	828,865	950,635
Wrangell, City and Borough	0	9,975	26,180	2,510	19,350	1,730	31,430

Source: DCCED, 2014.

In addition to distributing the shared CPV tax revenue, the legislature also has appropriated over \$106 million in CPV-related legislative grants to individual communities that are most impacted by cruise ship activities. These grants are typically used for repairs and upgrades to the facilities used by cruise ships.

Without the ports and harbors around the state that can accommodate and attract cruise ship calls, the revenues generated by the CPV would not exist.

## 3 Economic Impact of Port and Harbor Facilities

### 3.1 Employment

The SPHFS asked respondents to describe the employees that support their port and harbor facilities. A total of 12 ports and harbors from across the state responded to the survey, indicating that they employ an average of 125 year-round employees and 107 seasonal employees each year. Survey responses suggest that on average a single facility employs nine year-round employees and about seven part time employees. It is important to note that the employment varies significantly depending on the size, location, and number of the facilities within each port system. The majority of seasonal employees are hired during the busier summer months of April or May through September or October. Many facilities also hire a smaller number of seasonal employees during the winter months, mainly for snow removal.

The survey also asked about the average pay rates for each employment position. Based on the responses from the 12 participating facilities, we estimated that the average hourly wage is between \$22.96 and \$25.15. Respondents that managed multiple facilities tended to report higher average hourly rates than the responses received from single facility locations.

Along with direct employment, ports and harbors also facilitate a number of indirect jobs in the maritime industrial support sector, fishing industry, and construction industry. The maritime industrial support sector alone consists of more than 800 businesses scattered across the state, providing services and supplies to the vessel owners and operators that use Alaska’s ports and harbors (McDowell Group, 2014).

### 3.2 Revenues and Expenses

In addition to providing employment opportunities, ports and harbors also bring in revenues from both local and outside sources that are reinjected into the economy through the purchases of services and goods needed to support port and harbor operations. Some of the most common sources of revenues are the fees charged for the use of port and harbor infrastructure such as moorage, dockage, and wharfage:

- **Moorage:** Tariff charged for mooring a vessel in a harbor; based on vessel length or stall size.
- **Dockage:** Tariff charged for “parking” at the dock; based on vessel length.
- **Wharfage:** Tariff charged for bringing cargo to/from the vessel to/from the dock; based on weight.

Many ports and harbors also generate revenue through the sale of fuel and electricity at their docks. Upland and facility leases, and transfers from local governments, commonly a distribution of sales and fish taxes, round out the top revenue sources at many of these facilities. In many communities, the harbor is the biggest economic driver. As one respondent put it, “The harbor is the main source of revenue for the City”.

Table 10 shows the portion of the total annual revenue generated by moorage, dockage, wharfage, fuel and utility sales, transfers from local governments, and leases for three different facility types. Moorage, dockage, and wharfage account for over 50 percent of the average total revenue under each facility type. The portion of total revenues attributable to transfers from local governments varied drastically between respondents, with many facilities reporting that they do not receive any revenue from transfers

and others reporting that up to 35 percent of their total revenues come from transfers. Revenues from utilities and fuel sales accounted for the smallest portion of revenues across all three facility types.

**Table 10. Revenue Sources as a Portion of Total Revenues**

Facility Type	Moorage	Dockage	Wharfage	Utilities/ Fuel Sales	Transfers	Leases	Other
	% of Total Revenues						
Port Only	3.2	10.7	37.5	6.9	11.4	13.9	16.4
Harbor Only	40.0	10.6	20.0	3.3	5.8	9.5	10.9
Port & Harbor	28.8	5.5	20.0	0.2	15.7	20.2	9.6

Source: Northern Economics, Inc. SPHFS Survey data, 2016.

Table 11 shows the portion of the total average annual expenses spent on personnel, routine maintenance, major maintenance, utilities and fuel, major expenses (such as heavy equipment and machinery), and transfers of funds to local governments by facility type. These expenses represent cash flows from ports and harbors that are going back into the economy. Respondents from each facility type indicated that personnel expenses make up the largest portion of their total average annual expenses ranging from just over 30 percent of total expenses to over 50 percent of average annual expenses.

**Table 11. Expenses Sources as a Portion of Total Expenses**

Facility Type	Personnel	Routine Maintenance	Major Maintenance	Utilities/ Fuel	Major Expenses	Transfers	Other
	% of Total Expenses						
Port Only	31.5	8.3	7.5	12.1	1.1	1.7	7.4
Harbor Only	51.8	5.6	12.9	12.3	1.6	3.2	9.8
Port & Harbor	32.7	12.9	18.0	1.5	2.5	2.6	11.7

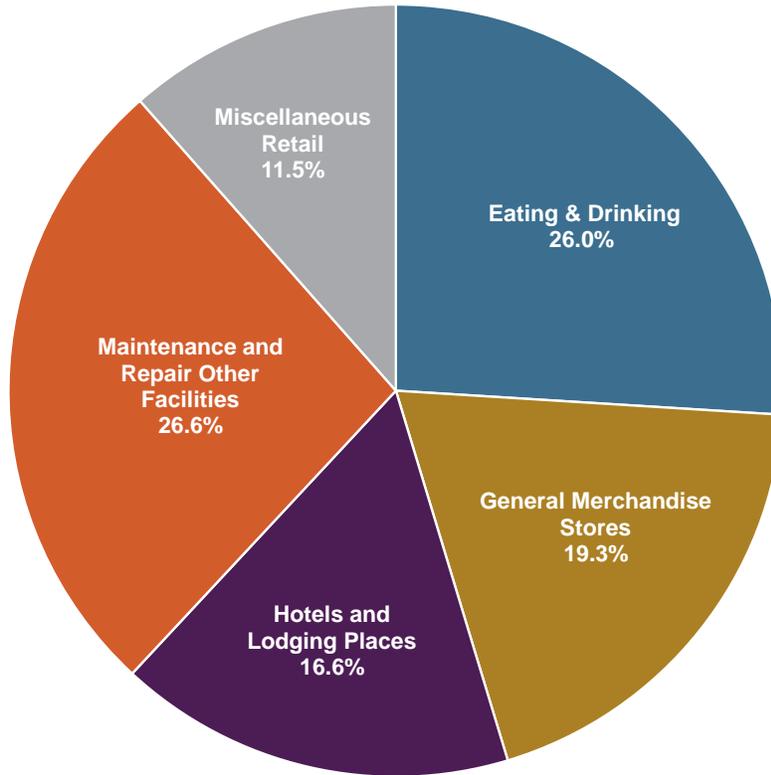
Source: Northern Economics, Inc. SPHFS Survey data, 2016.

The expenses under the personnel category are predominantly employee wages and benefits. These expenses represent cash flows that are coming from ports and harbors and going back into their respective communities through employee spending.

### 3.3 Spending

To understand all of the economic activities associated with harbors, we asked survey respondents to estimate how harbor users spend their money while they are in the harbor’s community. Along with bringing revenue from outside sources into a community, a harbor also attracts users who spend money in the community outside of the harbor facility. Figure 6 shows the percent of total user spending for common categories of purchases. Together, Eating and Drinking, and Maintenance and Repairs account for over 50 percent of total harbor user spending. General Merchandise and Lodging combined make up almost 36 percent of total harbor user spending.

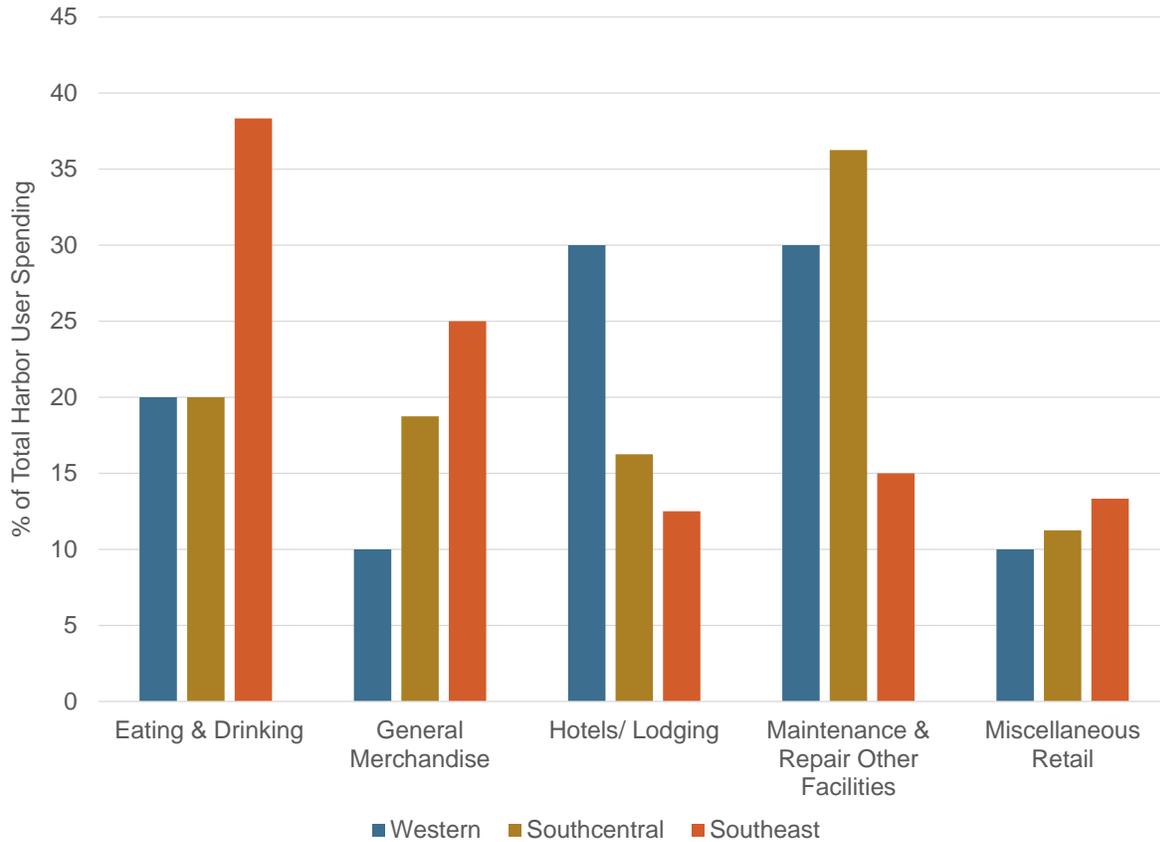
Figure 6. Percentage of Harbor User Spending in Local Economy by Category



Source: Northern Economics, Inc. SPHFS Survey data, 2016.

The distribution of harbor user spending varies between harbors in different regions of the state. Figure 7 show the average percent of total harbor user spending by spending category in the three regions of the state from which we received survey responses. In Southeast Alaska, a greater portion of harbor users' total spending is on Eating and Drinking, and General Merchandise compared to other regions around the state. Harbor users in Western Alaska tend to spend more on Hotels and Lodging than other regions in the state and harbor users in Southcentral Alaska tend to spend more on Maintenance and Repairs.

**Figure 7. Percent of Total Harbor User Spending in Local Economy by Region**



Source: Northern Economics, Inc. SPHFS Survey data, 2016.

The injection of additional income from harbor users into the economy leads to more spending, which creates more income, which leads to more spending, and so on. This phenomenon is known as the multiplier effect. Northern Economics used IMPLAN, an economic analysis program, to estimate the multiplier effect of port and harbor expenditures at the borough level for common categories of non-labor expenditures. Using the outputs from IMPLAN and data collected through the SPHFS, Northern Economics calculated the average multiplier associated with port and harbor expenditures in the boroughs for which responses were received (Table 12).

**Table 12. Average Non-Labor Port and Harbor Expenditure Impacts by Borough/Census Area**

Borough/Census Area	Average Multiplier
Juneau, City and Borough	1.376
Kenai Peninsula Borough	1.571
Ketchikan Gateway Borough	1.458
Kodiak Island Borough	1.354
Nome Census Area	1.170
Petersburg Borough	1.292
Sitka, City and Borough	1.342
Valdez/Cordova	1.376

Source: Northern Economics, Inc. analysis from SPHFS Survey data, 2016 and IMPLAN Group LLC data.

The multipliers listed in Table 12 quantify the change in the total income compared to the injection of additional income. In other words, for every dollar spent by harbor users, there is a \$1.17 to \$1.57 change in a borough's total income.

### 3.4 Activity and Uses

Ports and harbors often play a larger role in the economy than simply being a marine access point. In many cases, a harbor is a component of much larger transportation network. The following quotes come directly from the responses we received in the SPHFS:

*We [Bethel] are a hub for 29 villages on the Kuskokwim River, 18 villages on the western coast of Alaska, and 6 villages on the Yukon River. We move 90% of all dry cargo for projects in the region.*

*Dillingham is the hub for the Nushagak drainage and serves 9 surrounding villages. ALL of the construction equipment and materials pass over our dock en route to their destination.*

Harbors also play a role in supporting marine-based industries through vessel repair, construction, storage, and crewing. Tourism activities also rely heavily on the port and harbor infrastructure around the state. Activities ranging from cruise ship calls, to charter fishing, to sightseeing and whale watching tours all bring outside money into local and state economies through tourist purchases and state and local taxes.

*Homer is also well known for vessel repair, construction, storage, and crewing*

*Ketchikan is a port of call for approximately 95% of the cruise ships that serve the Alaskan market.*

Ports and harbors also play a key role in strategic military support as well as regional marine safety plans.

*We [Anchorage] are a National Strategic Seaport, so we are responsible for supporting all US Army Alaska deployments and re-deployments. We also have supported several projects for existing North Slope oil & gas infrastructure, as well as local utility construction projects (power plants and wind turbine farms).*

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## 5 Appendix A: Statewide Port and Harbor Facility Survey

### Statewide Port and Harbor Facility Survey

The purpose of this survey is to collect information that can be used to document the benefits that port and harbor facilities provide to Alaska. You have received this survey because of your corporate membership in the Alaska Association of Harbormasters and Port Administrators (AAHPA).

A variety of sources provide publicly available information about our port and harbor facilities, but not all of these sources provide complete data. The purpose of this survey is to corroborate or ground truth published information, and to collect information that may not be available anywhere else.

Northern Economics is conducting this survey in support of AAHPA. The results will be used to document the benefits of ports and harbors in the state through a white paper as well as key findings and statistics that can be used in AAHPA's brochure.

We thank you in advance for your time spent collecting and providing this information. The entire survey is on a single page so that you can review the information you need and, if necessary, print out the survey form and take additional time to gather the information.

If you operate multiple types of facilities, you are welcome to submit multiple survey responses. If you do so, please provide a complete survey for the first facility. On additional facilities, please provide your name (so we can link your multiple responses) and indicate what facility the information applies to in question 6.

If you would prefer to have someone else complete the survey, please forward the survey link to them.

If there are other privately-owned port and harbor facilities in your community that you think should be documented, you are welcome to share the survey link with them. If you do so, please let us know so we can track who has received this information. Some examples of the facilities we are interested in are private docks, barge landings, cruise ship docks, and fuel docks.

If you have any questions, please contact Michelle Humphrey or Mike Fisher at Northern Economics, either by e-mail ([michelle.humphrey@norecon.com](mailto:michelle.humphrey@norecon.com) or [michael.fisher@norecon.com](mailto:michael.fisher@norecon.com)) or phone (907-274-5600).

Please complete this survey by April 7, 2016.

1. What is your name?

2. What community are you in?

3. Please specify who you represent, such as a city or borough government, or a private facility operator.

4. What is the best way to reach you if we have questions? Please provide a phone number, e-mail address, etc.

5. What facility type(s) do you manage? Please check all that apply.

- Port
- Harbor
- Seawall
- Other (please specify)

6. If you are submitting multiple responses, please give a short name or description to specify what facility this information applies to.

If this is the first survey/facility you are completing, please respond to every question. For additional surveys/facilities, only your name and information specific to each facility needs to be entered.

7. Please describe the facilities you manage (dock lengths, moorage slip/stall sizes and numbers, etc.).

8. Please describe the employees that support these facilities.

How many year-round employees do you have?

How many hours does each year-round employee work each year (on average)?

How many seasonal employees do you have?

Which months do seasonal employees work?

How many hours does each seasonal employee work each year (on average)?

The next few questions are about financial aspects of your facility. If you are a private facility operator and are not able to provide this information, please provide what you can or contact Mike or Michelle (contact info above) to discuss how we can document this information while protecting your company's information.

9. Please provide standard pay rates for each employment position. In the box below, please list each position with the standard pay (hourly rate or salary).

10. Is your facility operated as an enterprise fund or under the general fund?

- Enterprise Fund (or private entity)
- General Fund
- Other (please specify)

11. Please provide your facility's revenues for 2015, by category. Please enter only numbers. If you need to specify ranges or provide an explanation, please do so in the follow question.

Moorage	<input type="text"/>
Dockage	<input type="text"/>
Wharfage	<input type="text"/>
Utilities and fuel (sold to users)	<input type="text"/>
Transfers from General Fund (raw fish tax, other related taxes, other transfers)	<input type="text"/>
Other	<input type="text"/>

12. Please provide ranges or any other information about your revenues here.

13. Please provide your facility's expenses for 2015, by category. Please enter only numbers. If you need to specify ranges or provide an explanation, please do so in the follow question.

Personnel	<input type="text"/>
Routine maintenance	<input type="text"/>
Major maintenance (annual average / typical amount is okay)	<input type="text"/>
Utilities and fuel (purchased, for sale to users)	<input type="text"/>
Equipment and supplies	<input type="text"/>
Major expenses, heavy equipment, etc. (annual average / typical amount is okay)	<input type="text"/>
Transfers to the General Fund or other fund	<input type="text"/>
Other	<input type="text"/>

14. Please provide ranges or any other information about your expenses here.

15. If your facility receives dredging, please provide the dredging frequency, cost, and source of the funds.

16. Please describe capital projects planned for your facility over the next five years (2016-2020). If possible, please provide a name or simple description, a dollar amount, sources of funds (internal, debt, grants, etc.), and the year(s) in which work will take place.

If this information is provided in detail in a published document, you are welcome to e-mail it to us or send us a link where we can access it.

17. Do you have any other needs for your facility that are not currently planned, such as dredging or additional infrastructure? If so, please mention them here. If you have cost estimates, it would be helpful for you to include them.

18. Are there any planning documents or other information we should know about that are related to your capital projects? For example, are these projects part of a comprehensive plan for the community or a development plan for your facility?

If this information is provided in detail in a published document, you are welcome to e-mail it to us or send us a link where we can access it.

19. If available, please provide a list of major infrastructure assets and their value.

The easiest way to get this information is to look at the replacement value in your insurance documents, or actual costs for facilities constructed recently. If you use either of these sources, please provide the year for which they apply.

20. Please describe activities that take place in your harbor (if applicable).

For example:

What is the size of your fleet?

What types of vessels use your harbor (recreational, commercial fishing, charters, other commercial, oil spill response, U.S. Coast Guard, etc.).

What else is important for us to document about the use of your harbor?

21. If you operate a harbor facility, please estimate what percentage of your users' spending go to the following items. A rough estimate or your best guess is fine.

The reason we are asking this is to get a better understanding of the economic impact of your harbor. The Harbor Economic Impact Model contains spending estimates for different categories, but the original information is dated and primarily based on Southcentral Alaska harbors. We are asking for your estimate of these spending categories to create an average "multiplier" for harbor spending that is appropriate to your region.

Note that these items do not include insurance, mortgages, or other expenses that do not remain in the local economy. We are focused on goods and services purchased in your community.

Please enter responses totaling 100 or 100%.

Eating & Drinking	<input type="text"/>
General Merchandise Stores	<input type="text"/>
Hotels and Lodging Places	<input type="text"/>
Maintenance and Repair Other Facilities	<input type="text"/>
Miscellaneous Retail	<input type="text"/>

22. Please describe activities that take place in your port (if applicable).

For example:

What types and sizes of vessels call at your dock?

How frequently do these vessels call at your dock?

How long is the typical stay?

What do vessels typically load or offload at your dock? Provide cargo types and volumes/tonnages if available.

23. Please describe any additional facilities or infrastructure present, if not included above.

For example:

Do you have publicly or privately owned cranes?

Do you have an ice house?

Do you have a cold storage facility?

Are there processing facilities that use your facilities for offloading fish or shipping processed product?

24. Please describe any other notable uses of your facilities.

For example:

Are you a major hub in your region, or a gateway to the region?

Have your facilities been used to support Outer Continental Shelf (OCS) oil and gas exploration?

Do you host oil spill response vessels or equipment?

Are your facilities used for moving in equipment and materials for major projects?

Are your facilities used for shipping out equipment and materials for major projects?

Are there plans for your facilities to be used for any major projects or other activities in the future?

25. If your facility did not exist, please describe how you think this would affect your community, region, etc.

26. In this final question, please share any other views you may have of your facility's role that we haven't asked about above.

Thank you for the time you have spent collecting and entering this information. If you have any questions, please do not hesitate to call or e-mail Michelle Humphrey or Mike Fisher at Northern Economics, either by e-mail ([michelle.humphrey@norecon.com](mailto:michelle.humphrey@norecon.com) or [michael.fisher@norecon.com](mailto:michael.fisher@norecon.com)) or phone (907-274-5600).

The results of this survey and the other work we are doing will be provided to AAHPA in the summer or fall of 2016.

**2016 HOMER CITY COUNCIL MEETINGS**  
**PORT & HARBOR ADVISORY COMMISSION ATTENDANCE**

It is the goals of the Commission to have a member speak regularly to the City Council at council meetings. There is a special place on the council's agenda specifically for this. After Council approves the consent agenda and any scheduled visitors it is then time for staff reports, commission reports and borough reports. That is when you would stand and be recognized by the Mayor to approach and give a brief report on what the Commission is currently addressing, projects, events, etc. **A commissioner is scheduled to speak and has a choice at which council meeting they will attend. It is only required to attend one meeting during the month that you are assigned.** However, if your schedule permits please feel free to attend both meetings. Remember you cannot be heard if you do not speak.

The following Meeting Dates for City Council for 2016 is as follows:

January 11, 25	<u>Ulmer</u>
February 8, 22	<u>Stockburger</u>
March 14, 28	<u>Hartley</u>
April 11, 25	<u>Carroll</u>
May 9, 23	<u>Zimmerman</u>
June 13, 27	<u></u>
July 25	<u>Zeiset</u>
August 8, 22	<u>Ulmer</u>
September 12, 26	<u>Zimmerman</u>
October 10, 24	<u>Donich</u>
November 28	<u>Donich</u>
December 12	<u>Stockburger</u>